

to file plans with the Department of Geology is anything but desirable. The department would not know what to do with them, they would be so cumbersome. There are thousands of miles of railway in this country that run over dead flats, where the plans would give no indication of what was beneath them. You might as well draw a line over a blank sheet of paper. Of course, where there is a rock cutting, some information might be gained from a section of the road, but there is no necessity for enacting such a stupid clause as this.

HON. MR. LACOSTE—It amounts to the same thing, if the hon. gentlemen will read the clause: these plans have to be furnished only at the demand of the Minister.

HON. MR. DICKEY—That only applies to railways constructed before 1868.

HON. MR. LACOSTE—I have no objection to amending the clause so that it will read in the manner suggested by the hon. member from Ottawa. The amendment can be made at the third reading of the Bill.

HON. MR. CLEMOW—I believe that all those plans are deposited already with the Department of Railways and Canals, and I see no necessity for this clause.

HON. MR. DICKEY—If that is the case, there is no necessity for this clause; and there is another reason why it should not be in the Bill. There must be some sort of penalty attached to violations of the clause; at all events, the railways would be put, as it were, into coventry if they failed to furnish the plans. How are they to know about this legislation? They certainly would not look into this Act to ascertain what returns they should make. They would naturally look to the Railway Act. If the plans are to be found in the Department of Railways, this sister department of the public service can get information there, without imposing the additional burden on the railways of duplicating that information and transferring it to the Department of the Interior.

HON. MR. VIDAL—I think the criticism of the hon. member for Amherst is perfectly just, but it would be better to strike out the clause altogether.

HON. MR. POWER—The better way is to do as the Minister has suggested—amend the Bill at the third reading.

HON. MR. DICKEY—If the Minister finds on examination that the law already requires that these returns shall be made to the Department of Railways and the plans are filed there, surely my hon. friend the senior member from Halifax will not be anxious to duplicate the service.

HON. MR. POWER—I am willing to accept suggestions from the hon. member from Amherst or any one else, but I do not think this suggestion which he makes is as valuable as he fancies. These plans and surveys of railways are filed in the Department of Railways as records, and have to be kept there; and it will cost the Department of Geology just as much to have them copied for their own use as if those plans were filed somewhere else. Inasmuch as the law for twenty-two years has compelled the railways to furnish these returns, it may as well continue to do so.

HON. MR. DICKEY—The information is there, and if these railway companies have complied with the law and gone to the expense of furnishing these reports they should not now be called upon to go to additional expense.

HON. MR. SCOTT—It should also be remembered that all plans of railways are filed in the registry offices of the counties through which they pass, so that the plans are available in every locality.

HON. MR. LACOSTE—The clause might be adopted now, and afterwards dealt with at the third reading.

The clause was adopted.

On the title,—

HON. MR. KAULBACH said—I was in hopes that there would be a clause in the Bill to put this important department in the best working condition possible. Now this Bill gives to the department extensive powers and duties, and it seems to me that something should be done to arrange for the working of the surveys. There seems to be no clause here for the proper organization of the work of the surveys and for the proper distribution of the geologists over this big country. As far as Nova Scotia is concerned, though it is small in area, it is