

ported Bill (JJ) An Act to incorporate the Temagami, Temiskaming and Cobalt Railway Company, with amendments.

Hon. Mr. POWER moved concurrence in the amendments. He said: There is really only one amendment. Clause 9 of the Bill as it was submitted to the committee set forth the various powers which the company could exercise, and the committee struck out that clause, and substituted the two clauses which the committee have been in the habit of inserting in Bills of this kind. They may be called standard clauses, and the amendment is simply to substitute the two clauses for the one clause, which appears in the Bill.

Hon. Sir MACKENZIE BOWELL—It seems to me, from what I heard of the amendments as read by the clerk, that they are of some importance, and therefore should stand until to-morrow.

Hon. Mr. POWER—I would appeal to the hon. gentleman not to insist on his right. There was no difference of opinion in the committee. These are the standard clauses. This is a Bill originating in the Senate. It is in the standard and orthodox form, and if we refuse to allow it to go through to-day the probabilities are that it will not become law this session. The Hon. Mr. McHugh, who is in charge of the Bill, is not present. I simply take charge of the measure in his absence. It is a Bill for a railway which is to go through the Temiskaming and Cobalt districts. About one-half of the line is in the province of Ontario and the other half in the province of Quebec. It is an important undertaking, and it is really very desirable that the Bill should become law this session. I trust, therefore, the hon. gentleman will not insist on his right.

Hon. Sir MACKENZIE BOWELL—With that explanation I withdraw my objection.

The motion was agreed to, and the Bill was read a third time under suspension of rule 70.

BURK'S FALLS AND FRENCH RIVER RAILWAY COMPANY BILL.

THIRD READING.

Hon. Mr. CASGRAIN (de Lanaudière) from the Committee on Railways, Tele-

Hon. Mr. CASGRAIN.

graphs and Harbours, reported Bill (15S) An Act to incorporate the Burk's Falls and French River Railway Company, with amendments. He said: One amendment is to add clause 14 making the railway subject to any laws of Ontario now existing or hereafter to be enacted, and the other amendment is to add clause 15 declaring this railway to be a work for the general advantage of Canada.

Hon. Sir MACKENZIE BOWELL—I suppose the work is entirely within the province of Ontario.

Hon. Mr. CASGRAIN (de Lanaudière)—It is.

Hon. Mr. DAVID—Is it to the general advantage of Canada because it connects two railways?

Hon. Mr. CASGRAIN (de Lanaudière)—Yes, it connects the Grand Trunk Pacific and the Canadian Pacific Railway.

Hon. Mr. DAVID—That makes it a work for the general advantage of Canada, and, therefore, lawfully a Dominion work under the constitution of Canada.

The amendments were agreed to, and the Bill was then read a third time and passed.

FIRST AND SECOND READINGS.

Bill (LL) An Act for the relief of Nettie M. Bulmer.—(Hon. Mr. Frost.)

THE NORTH ATLANTIC TRADING COMPANY.

LORD STRATHCONA'S CORRESPONDENCE.

Hon. Mr. FERGUSON—Before the orders of the day are called, I wish to draw the attention of the hon. Secretary of State to what purport to be copies of letters received by the government from Lord Strathcona, and which are published in the evening papers of yesterday and the morning papers of to-day. I will read some extracts from the report of the Montreal 'Star' of last evening, which I find to be as copious as any of the others:

On April 28th Lord Strathcona wrote that he had noticed in the Toronto 'Globe' of April 5 that it was mentioned that he had opened the negotiations which led to the existing arrangement with the North Atlantic Trading Company. He disclaimed having originated or carried through the negotiations. He said that the suggestions put forward by Mr. Preston never commended themselves to his better judgment.