

To incorporate the Kamloops and Atlin Ry. Co.
 To incorporate the Kettle River Valley Ry. Co. (No. 72.)
 To incorporate the Kettle River Valley Ry. Co. (No. 98.)
 To incorporate the Kootenay and Arrowhead Ry. Co.
 To incorporate the Kootenay Central Ry. Co.
 Respecting the Lindsay, Bobcaygeon and Pontypool Ry. Co.
 Respecting the lease of certain railways in Manitoba.
 Relating to an agreement between the government of Manitoba and the Canadian Northern Ry. Co. respecting certain railways.
 Respecting the Manitoulin and North Shore Ry. Co.
 Respecting the Montreal and Southern Counties Ry. Co.
 To amalgamate the Northern Pacific and Manitoba Ry. Co., the Winnipeg Transfer Ry. Co. (Limited), the Portage and North Western Ry. Co., and the Waskada and North Eastern Railway Co., under the name of the Northern Pacific and Manitoba Ry. Co.
 To incorporate the Nova Scotia Central Ry. Co.
 Respecting the Ontario, Hudson's Bay and Western Rys. Co.
 Respecting the Ottawa and Gatineau Ry. Co., and to change its name to "The Ottawa, Northern and Western Ry. Co."
 To incorporate the Pontiac Colonization Ry. Co.
 To incorporate the Quebec Terminal and Ry. Co.
 To amend the Railway Act. (Two bills.)
 To further amend the act relating to the safety of ships.
 Respecting the Saskatchewan and Western Ry. Co.
 Respecting inquiries and investigations into shipping casualties.
 To incorporate the Similkameen and Kere-meos Ry. Co.
 Respecting the South Shore Ry. Co.
 Respecting the St. Lawrence and Adirondack Ry. Co. (Senate bill.)
 To incorporate the St. Lawrence Lloyd's.
 To incorporate the St. Mary River Bridge Co.
 Respecting the Trans-Canada Ry. Co.
 To incorporate the Union Ry. Co.
 Respecting the Western Assurance Co.
 Respecting the Vancouver and Lulu Island Ry. Co.
 Respecting the Vancouver, Western, North-east and Yukon Ry. Co.

Canadian Rails for the I.C.R.

When the House of Commons went into Committee of Supply upon the Railway Department's estimates on April 23, the Minister of Railways, Mr. Blair, brought down the order-in-council authorizing the contract. F. H. Clergue's offer was dated June 8; the Cabinet discussed the matter in Aug.; the Minister submitted a memorandum to Council dated Sept. 26, and the order-in-council was dated Oct. 9. This document, after setting forth the representations that had been made by the Lake Superior Power Co. as to its preparation for embarking in the manufacture of steel rails, and the Minister's statement as to the benefits that would accrue to the country as a consequence of the establishment of such an industry in Canada, authority is given for entering into an agreement with the Co. "for the supply to the Government railways of 25,000 tons (2,240 lbs. to the ton) of first quality steel rails of 80 lbs. to the yard, and of section prescribed by the Department, such supply to commence in June, 1901, and to be completed in Sept., 1901; delivery to be made either at Levis or Montreal (c.i.f.) as the De-

partment may direct, and so far as practicable by equal quantities monthly; the price to be paid for the rails so delivered to be fixed as agreed upon at \$32.60 a ton, which is the price now being paid by the Department of Railways and Canals." The order gives authority to the Minister further to contract "yearly hereafter for the supply of a similar quantity of such rails during each succeeding year for a term of five years, to be delivered either at Halifax, Port Mulgrave, Levis or St. John, N.B., as may be required by the Department; the price for them to be the price for the same quality of rails in the open market in Great Britain at the time when the order therefor is given by the Department."

Mr. Blair said it was plain from this order that a contract for only one year at a time could be entered into, and it was, therefore, a surprise when he saw that the draft contract made it appear that it was for five years. The draft was sent to Mr. Clergue, but it had not been executed, and the House could be sure that he would not enter into a contract except under the terms of the order. There was a possibility that Mr. Clergue would not be able to supply the rails called for this year, but Mr. Clergue assured him that delivery would be made within the time. Replying to the statement that the contract was entered into on a falling market, Mr. Blair said the price of rails in England from Sept. to Nov., 1900, did not vary 5s., and was about \$35 a ton. If the manufacturer here were to be subjected to the competition of the cut-rates which the combine in the U.S. would be prepared to give, it would kill off the project for a Canadian industry.

Mr. Borden complained that the Minister had told them that a contract had been entered into; this had been discussed, and now they were told that the contract produced had never been executed and there was no contract at all. He would like to know wherein the contract to be entered into differed from the one laid on the table. There was not a single word in the contract to the effect that Mr. Clergue must manufacture the rails in Canada.

Mr. Blair said Mr. Clergue had assured him that the rails would be supplied on time; if he could not do so there was no contract, and the Government would not have to pay for the rails.

Mr. Dymont said he personally knew that the works were very near completion, and Mr. Clergue had told him a couple of weeks ago that he would begin the delivery of the rails in Aug.

Sir Wilfrid Laurier pointed out that from what had been said in the House and in the press, he was convinced that the press and the Opposition approved of the action of the Government in this matter, if it led to the establishment of a rail making industry in Canada. There was no contract executed up to this moment, and the order-in-council was the only article that was binding on the Government. The Government was bound in honor and in law to carry out only such a contract as was framed on the order-in-council.

Mr. Osler would willingly vote a bonus of \$7 a ton if we could have steel rails manufactured in Canada, but he objected to having a secret contract made a few weeks before the election.

Col. Tisdale thought that the good faith of the country was involved for a five year contract.

Other members followed in the same strain and the debate was adjourned until the following night, when Mr. Blair announced that the contract had been received from Sault Ste. Marie, signed on behalf of the Company. Replying to Dr. Sproule, Mr. Blair said a revised contract in accordance with the order-in-council would be prepared and sent to the Company for execution.

Mr. Haggart said that the Minister had en-

tered into a contract with Mr. Clergue at a time when he had an offer to supply the steel rails required at \$32 a ton.

Mr. Blair, in reply to Mr. Osler, said if Mr. Clergue could not deliver these rails this year it would be a matter for the consideration of the Council, but nothing would be done which would discourage or destroy the industry.

After a somewhat protracted debate the item was passed upon the understanding that a copy of the new contract will be brought down before the item in the supplementary estimates for a similar purpose is taken up.

Recent Provincial Legislation.

Among the Acts passed at the recent sessions of the Provincial Legislatures were the following:—

ONTARIO.

Respecting aid to certain railways.
 Respecting aid by land grant to the Manitoulin and North Shore Ry. Co.
 Respecting aid by land grant to the Thunder Bay, Nipigon and Lake St. Joe Ry. Co.
 To amend the Street Railway Act.
 To incorporate the Chippewa and Niagara Falls Electric Ry. Co.
 To incorporate the Essex and Kent Radial Ry. Co.
 To authorize the Guelph Ry. Co. to extend their railway to the towns of Hespeler and Berlin, and other purposes.
 To amend the act incorporating the Hamilton, Grimsby and Beamsville Electric Ry. Co.
 Respecting the Irondale, Bancroft and Ottawa Ry. Co.
 To incorporate the London, Aylmer and North Shore Electric Ry. Co.
 To incorporate the Magnetawan River Ry. Co.
 Respecting the Metropolitan Ry. Co.
 To incorporate the Niagara District, Wellandport and Dunnville Electric Ry. Co.
 Respecting the Niagara Falls Park and River Ry. Co.
 Respecting the Niagara Falls, Wesley Park and Clifton Tramway Co. (Ltd.)
 To incorporate the Norwood and Apsley Ry. Co.
 Respecting the South Essex Electric Ry. Co.
 Respecting the Strathroy and Western Counties Ry. Co.
 Respecting the Toronto Suburban Ry. Co.
 To incorporate the Windsor, Essex and Lake Shore Rapid Ry. Co.

NOVA SCOTIA.

Respecting aid to a railway between Halifax and Yarmouth.
 To amend chap. 74, R.S. 1900, "Of the encouragement of manufacturing and shipbuilding by exemptions from taxation."
 To amend chap. 20 of the acts of 1900, entitled, "An Act relating to the Stewiacke Valley and Lansdowne Ry. Co."
 To amend chap. 88 of the acts of 1899, entitled, "An Act to authorize the town of Truro to borrow money to pay a bonus to the Midland Ry. Co.," and to amend chap. 85 of the acts of 1898.
 To revive chap. 110 of the acts of 1895, entitled, "An Act to incorporate the Cape Breton Coal, Iron and Ry. Co. (Ltd.)."
 To amend chap. 155 of the acts of 1893, of the Annapolis and Granville Bridge and Harbor Improvement Co.
 To incorporate the Nova Scotia Eastern Ry. Co. (Ltd.)
 To revive chap. 126 of the acts of 1878, entitled, "An Act to incorporate the Musquodoboit Ry. Co. (Ltd.)."
 To further amend chap. 84 of the acts of 1856, entitled, "An Act to incorporate the Liverpool Marine Ry. Co., and respecting the Liverpool Marine Ry. Co. (Ltd.)."
 To revive and amend chap. 82 of the acts