

necessity cease. The same royalty, however, upon quartz mining shall be imposed and will be continued, notwithstanding that a royalty under Government regulations might not be imposed on other quartz mining. It is anticipated that the operations of the company may, in view of the reservation of the beds of the rivers and lakes referred to in clause 14, be chiefly in the line of quartz mining. This rate of 1 per cent corresponds with the rate which is paid in the province of British Columbia on all precious metals, and it is felt that the imposition of any higher rate or royalty would seriously militate against any financial arrangements which the company might need to make for the carrying on of the undertaking.

The general effect of clause 18 is to permit of a reservation of two blocks of the five to which the company would be entitled on their land subsidy on the completion of each ten miles. The two blocks may be selected as each ten miles are completed, and are then reserved for the company, and as a necessary consequence excluded from location by others. The remaining blocks, however, which go to make up the whole acreage for the full line, could not be reserved until the line is accepted as fully completed, and until that event occurs no grant from the Crown will issue. It will be seen that the Government is hereby reserving, as an additional security for the final completion of the undertaking according to the contract, three-fifths of the lands which will be earned by completion of the railway. The remaining clauses are less important.

Clause 19 provides that in case any land is accepted out of the blocks taken by the contractors on account of miners' claims or otherwise, the quantity so accepted shall not be counted in the acreage of land to which the company is entitled.

By clause No. 20 the contractors shall upon application sell to actual settlers, at prices to be fixed by the Governor in Council, any arable land which may be found in the country, and which may form part of their selection under the contract; provided, however, that the minerals and the rights to mine shall be reserved in such sale.

Clause 21 contains an engagement on the part of the Government to send an engineer at once to make an inspection and approve of any ten miles of the line of railway which may have been built.

Clause 22 provides that the grant of land selected by the contractors under their contract shall be in fee simple, and shall include all precious metals and minerals—reserving only the royalty.

Clause 23 declares that a provision shall be made in the Act incorporating the company against any discrimination in operating its railway as between customers, either by discriminating rates or otherwise.

Mr. BLAIR.

Clause 24 provides that water available for hydraulic or placer mining on the contractors' lands, or on the Government lands, shall be used by those mining on such lands under regulations established by the Governor in Council.

The last clause provides for the submission of the contract for the approval of Parliament.

Now, Mr. Speaker, I have concluded my reference to this Bill, and I am afraid that I have about exhausted the patience of hon. members. I desired to put this matter as fully as possible before the House on the first reading, in order that the Bill might not go before Parliament and the country unaccompanied by such explanations as I have been able to make with reference to its provisions. I believe, Sir, that this Bill will stand close examination. The Government has great confidence in this measure and in the wisdom of its clauses, and all we desire is that the Bill shall be fairly examined and that it shall be well understood. We have taken the responsibility—in some sense, an unusual and exceptional responsibility—of entering into this contract so close on the eve of the session of Parliament. We could not conscientiously see that we had any other course open to us, and we were obliged to take the responsibility upon ourselves, reluctantly, regretfully I may say, but none the less imperatively. We put this Bill before Parliament, and we put it before the country, as the expression of our confident judgment with regard to what the needs of the situation called for. In doing this we have acquitted ourselves of our responsibility, and it will remain with Parliament; not with one branch of Parliament alone, but with both branches of Parliament, to say whether or not this Bill shall become law.

Mr. HAGGART. It is not my intention to discuss the Bill at any great length at this stage, because I have not had an opportunity of reading the contract which has been laid on the Table just now, or of reading the Bill itself. However, from what I have heard, it is the most extraordinary Bill that was ever introduced to the Parliament of Canada. The hon. gentleman (Mr. Blair) was introducing a simple measure for the purpose of building a railway, but the character of the measure, perhaps, justified his warmth of expression, for he found it necessary to criticise the actions of the leader of the Opposition, and to further criticise in no very complimentary terms some hon. gentlemen on this side of the House. It should be a pure business transaction with regard to which there was no need for warmth of expression. It is a simple question which has to be discussed upon the Bill itself.

The Bill, as the hon. gentleman (Mr. Blair) stated, is in two parts. One is to ratify a contract entered into by the Government with Messrs. Mackenzie & Mann,