

Mr. LANCASTER. If the hon. gentleman (Mr. Wade) will tell me what his question is I shall be happy to answer him.

Mr. WADE. The hon. gentleman said that probably the reason why the Annapolis valley fruit-growers were so well pleased with this young man was that he did not insist on inspection. Does he mean to insinuate that the fruit-growers of the Annapolis valley are so anxious to pack dishonest fruit that they seek to evade the operation of the Act?

Mr. LANCASTER. I cannot allow the hon. gentleman to put on his head a cap that does not fit him. I did not say what he imputes, at all events. I asked whether the fact that the people who were shipping this fruit that should be inspected were so willing to class this man as a good inspector—and I had in my mind that the minister himself had said that he was not inspecting, but was supervising inspectors, as was pointed out by the hon. member for Halton—had anything to do with the fact that he was satisfactory to my hon. friend (Mr. Wade). That is what I said. I would like to know if the hon. gentleman is satisfied?

Mr. WADE. I am perfectly satisfied.

At six o'clock, the House took recess.

After Recess.

House resumed at eight o'clock.

PRIVATE BILLS.

KNAPP TUBULAR STEAMSHIP COMPANY.

House in committee on Bill (No. 75) to incorporate the Knapp Tubular Steamship Company.—Mr. Belcourt.

On section 10,

The MINISTER OF JUSTICE (Hon. Charles Fitzpatrick). How does this clause as amended by the committee read?

The MINISTER OF FINANCE (Hon. W. S. Fielding). I may say that, in the committee it was thought that, in case of private property, there was no reason why the company should be obliged to make reference to the Governor in Council; and, if they attempt to make wharfs on a navigable river, the Public Works Act would apply.

Bill reported; read the third time, and passed.

CROWN BANK OF CANADA.

House in committee on Bill (No. 79) to incorporate the Crown Bank of Canada.—Mr. Guthrie.

Mr. SPROULE. Does the Bank Act provide for all the requirements of this corporation and for the organization of this bank?

Mr. WADE.

The MINISTER OF FINANCE (Hon. W. S. Fielding). Yes, the Bank Act has attached to it a model Bill of which this is substantially a copy, so that all we have to do is to pass these clauses and then all the provisions of the Bank Act apply to all banks alike.

Bill reported, read the third time, and passed.

CANADIAN NORTHERN RAILWAY.

House in committee on Bill (No. 53) respecting the Canadian Northern Railway.—Mr. Davis.

On section 1,

Mr. McCREARY. Before this Bill passes I want to put myself on record as objecting to this kind of a charter. It was stated a few days ago that this charter only covered about 2,500 miles of road. As a matter of fact, if the charter is looked into closely, it will be found that it covers fully double that amount of railway. This road runs all across the continent and twice across the continent from Winnipeg west with branch lines which will make the mileage upwards of 5,000 miles, a much greater mileage than was granted to the Canadian Pacific Railway in 1881. Now, there are no conditions attached to this Bill, as to the amount of road which shall be built each year, or as to the kind of rolling stock that shall be supplied. It is absolutely a blanket charter, or a roving charter, as was said by the hon. member for Alberta (Mr. Oliver) without any conditions whatever. If it is going to be the policy of this government to grant such charters and in future to continue granting them, then, let it be understood that such is their policy, but I submit, that at the present time there is no precedent for the granting of any such charter. There are some of those lines that might appear all right to eastern men who do not understand the situation, but to western men who do understand the situation, the local conditions and the geography of that country, they are simply lines running from any one point to any other point without any definition whatever. You might as well say that this company shall have power to construct a line from any one point in Canada to any other point in Canada. That is practically what the charter means. As the Bill originally appeared it authorized the company to construct a line from a point east of Edmonton to the Red Deer river. It now describes that line as running to a point between Beaver lake and Sullivan lake. When I tell hon. gentlemen that there are probably fifty Beaver lakes and fifty Sullivan lakes in the North-west Territories they will readily understand that the thing is quite indefinite. There are certain names attached to lakes such as Devil's lake which are very common in the Territories. There is nothing to show where that branch line