

Moose Jaw, and if we have Davin's Jaw, probably some Mills would be afraid to go there.

Mr. MILLS (Bothwell). I think the hon. gentleman will be content as long as the mills go after they are there.

Mr. DAVIN. I wish to call the attention of the Government to a matter I raised in committee the other day, and it is a subject I dealt with on a motion for the first reading of the Bill to amend the Dominion Lands Act. It has relation to the clause that limits section 13. The Bill reads :

"7. Section thirteen of the Act is hereby repealed, and the following is substituted therefor :—

"13. The Legislative Assembly shall, subject to the provisions of this Act, or of any other Act of the Parliament of Canada in force in the Territories, have power to make ordinances for the Government of the Territories in relation to the classes of subjects next hereinafter mentioned."

Sub-section 6 has reference to the incorporation of companies for territorial objects, with the following exceptions: "railway, tramway, steamboat, canal, transportation, telegraph, and telephone and irrigation companies." I called the attention of the Government to this, as I thought it was unwise to limit the power of the Legislative Assembly in regard to railway or tramway, and other such companies, and, if I may refer to what I said on the motion for the first reading of the Dominion Lands Act, I may say that I pointed out that the United States was accustomed to give grants of lands for railway purposes to these territories and I instanced especially Minnesota. An hon. gentleman who is always well informed on railway matters, and who is especially well informed on matters connected with the United States, questioned the accuracy of the statement. Now, Sir, as a matter of fact the Territory of Minnesota obtained grants of lands from Congress to the extent of 4,051,140 acres for the purpose of giving lands to railways, and the advantage that has accrued to them is very great, because Minnesota derives a large revenue at the present time from a certain percentage which that State is entitled to on the net profit. I do not intend to move in this matter, but I call the attention of the Government to it, that perhaps we err on the side of not giving more power to the Legislative Assembly. I do not see that it would be any harm to give it the power to incorporate railways, tramways and irrigation companies. I call the attention of the Government to it because they may have to deal with the territories at some future session, and I think it would be well to consider whether the power to incorporate small railway companies should not be given to the Assembly; and whether it would not be well, also, to do what was done in the case of Minnesota, and place at their disposal a certain amount of land which they could give to the railways.

Bill reported, and read the third time and passed.

INLAND REVENUE ACT.

Resolutions reported from Committee of Ways and Means (18th inst.) concurred in and referred to Committee on Bill (No. 116) to further amend the Inland Revenue Act.

Bill considered in Committee, and reported.

Mr. DAVIN.

BEET-ROOT SUGAR BOUNTY.

Resolution reported from Committee of the Whole (17th inst.) respecting the payment of a bounty to the producers of raw beet sugar produced in Canada, concurred in.

Mr. FOSTER moved for leave to introduce Bill (No. 168) to encourage the production of beet-root sugar.

Motion agreed to, and Bill read the first time.

THE GENERAL INSPECTION ACT.

Bill (No. 163) to amend the General Inspection Act, was read the second time, and House resolved itself into Committee.

(In the Committee.)

On section 1,

Mr. COSTIGAN. After a great deal of care and consideration, very high grades have been fixed for the inspection of grain grown in our country, especially in the North-West and Manitoba, which were justified by the character of the wheat generally grown there, taking the average crops. It is very important that the grades so fixed shall have a permanent character and not be changed from time to time, according to the growth of any particular year. The grades fixed may be higher than those fixed in Chicago. We have one grade not fixed there at all, called Extra No. 1 hard wheat. It occurs sometimes, from causes over which we have no control, that a large portion of the crop may not come up to the general average; and if inspected according to the standard fixed, a large portion of grain would range very low indeed. Application is then made at once to lower our grade; and we have thought it better to maintain the standard fixed, to be known as the official standard of the country, but to meet the requirements of a special season when, owing to drouth and other causes, the crop would not come up to such an average, samples may be selected of that particular season's growth and grades fixed, to be known as commercial grades, giving a commercial value, and the grains would go on the market in that way, the official standard remaining untouched.

Mr. LAURIER. I suppose this legislation is required by the boards of trade of the North-West?

Mr. COSTIGAN. Yes; and generally by every one interested in the crop there.

Mr. SPEAKER. The difficulty may arise that in establishing a grade for a special year, you may lower the general standard of the wheat grown. It seems to me, unless there is a general demand for this Bill, it is not the kind of legislation we should pass.

Mr. LAURIER. I suppose the best rule, under all circumstances, is to follow the advice of those interested. I would not venture my judgment against that of the boards of trade of Winnipeg and the other towns in the North-West, who are best competent to give an opinion.

Mr. MACDONALD (Winnipeg). I would inform the leader of the Opposition that this change is made at the request, not only of the board of trade of Winnipeg, but of the boards of trade of all the other towns of Manitoba and the North-