

provide only for the preservation of all desirable information for the purpose of identifying those artesian wells and mines.

HON. MR. LACOSTE—The intention is to preserve what records are necessary for scientific work. I may state, as to the adoption of the scientific publications and reports of the Provinces, that it is proposed by this Bill that the Geological Department shall publish only the results of their own work. I do not see that they can duplicate any of the work of the Provinces. The statistics may or may not agree. As to the other suggestion of the hon. member from Halifax, I believe that it is the intention not merely to preserve records of where artesian wells, mines, &c., are, but also to describe the nature of the well, or the mine, and to keep all the records that are important. I think we can leave it to the department to keep only such records as are necessary.

HON. MR. VIDAL—With reference to the artesian wells, it is important to preserve not only the records of their location, but also information as to the strata through which they are bored. Very often valuable information is obtained in this way.

On the 9th clause,—

HON. MR. POWER—I should like to have an explanation of this clause.

HON. MR. LACOSTE—This clause has been in the Act since 1868, and that is why we read in this clause that it only applies to railways incorporated after May, 1868.

HON. MR. SCOTT—Perhaps my hon. friend can tell me whether the law has been observed. I cannot conceive what benefit it will be to anybody to file plans of some of the railways with the Geological Survey. Take, for instance, this road running to Prescott: it runs through a flat country, and it would put the company to a good deal of expense to furnish plans of the line, and it would be of no value.

HON. MR. LACOSTE—It is not to be supposed that plans will be asked for unless they are necessary. Sometimes the Department may require a copy of a section where they are going to work. Then

the company is obliged to give that information, and this clause, as I said before, has been in the law since 1868.

HON. MR. SCOTT—It has been a dead letter.

HON. MR. LACOSTE—Perhaps some demands of that kind have been made by the Minister of the Interior, but very few. I do not think it can weigh much on the railway companies.

HON. MR. MACINNES (Burlington)—It is a very serious matter to a long railway, such as the Grand Trunk Railway or the Canadian Pacific Railway, to furnish such plans as are called for here. It strikes me that the clause is quite unnecessary if it has been a dead letter. If it were not a dead letter it would be excessively onerous on a long line of railway to be called upon to furnish plans.

HON. MR. POWER—I think that the reason for the existence of this clause is clearing up. There must have been some necessity for such a provision or it would not have been inserted in the original Act.

HON. MR. SCOTT—It has never been in force.

HON. MR. POWER—It may not have been put in force; but, as the hon. gentleman who leads the House says, the Department are not likely to put any railway company to unnecessary expense. The fact that they have not done so in the past is the best evidence that they will not do so in the future. I can understand that if a railway runs three or four miles through an important mining district it would be very desirable that the department should have the benefit of the surveys which have been made by railway engineers previously, and should not have to do that work over again, and that the information should be placed at the disposal of the department. I think it is a very proper thing.

HON. MR. SCOTT—The common sense natural language of the paragraph is that any railway should be compelled to furnish plans from time to time of such portions of their lines as the department thought fit to ask for. That is really what would be wise and prudent; but to have a clause which compels all railways in this country