

there is not a word in this Bill which can have that effect. All the lawyers in the committee and in the House are satisfied on that point, and unless some one can point out in a reasonable way that there is any such danger, I can see no cause for delay.

Mr. PUTTEE. I would suggest that the Bill lay over and be reprinted. There are a number of amendments which were made in the committee, and the committee agreed to let the Minister of Railways and its chairman re-draft the clause respecting the capitalization and the bonding power. The whole Bill should be reprinted, and the House make sure that the liability of the province of Manitoba is not to be increased.

On section 2,

Mr. McCREARY. I seriously object to the last part of this section. That provides that the lines mentioned in subsections E and F shall be commenced within three years and completed within six years of the passing of this Act. If branch line E is going to be a line by which immigrants are to be brought into northern Alberta, it will be absolutely useless, for long before the six years have expired immigration to that district will have stopped for the reason that there is too long a haul. If that is to be an operative clause, it should be two years and three years instead of three and six.

Section agreed to.

Section 3 expunged and the following substituted:

The directors may make regulations respecting the form of stock certificates and the transfer of stock in the capital of the company.

Section agreed to.

On section 4,

Mr. McCREARY. Here is a clause that apparently affects the province of Manitoba. It provides that the total amount of bonds, debentures or other securities by the company and at any time outstanding, including those heretofore issued, shall not at any time exceed \$25,000 per mile of the company's lines of railway, constructed or under contract to be constructed. There are 1,300 miles of their road in Manitoba and between Manitoba and Port Arthur, which, by the railway contract made between Manitoba and this company, should not be mortgaged more than \$20,000 per mile, as I remember the contract. Notwithstanding the opinion of my hon. friend (Mr. Sutherland), I would ask the Minister of Railways, on his responsibility as a minister, to state that this does not affect the province of Manitoba. If necessary he should correspond with the Manitoba government, which has guaranteed the bonds to the extent of \$18,000,000 in order to find out from the Attorney General of that pro-

vince whether this in any way conflicts with that bargain or imposes any further increase of liability upon that province.

As a matter of fact it is now past 9 o'clock and the hour for private Bills has expired, and surely the Minister of Finance will grant us this small privilege of having the Minister of Railways pronounce himself on this subject and if necessary correspond with the premier of Manitoba and the Attorney General of that province in order to remove any doubt.

Mr. COCHRANE. The Minister of Justice is in the House.

Mr. McCREARY. He is not conversant with the Bill, and was not in the Railway Committee, but the Minister of Railways was in daily session in the committee last year when the Canadian Northern Bill went through, and is thoroughly conversant with the facts. At the meeting the other day of the committee, when this Bill was passed, this particular feature of it never dawned on me, but it came to my mind afterwards. If the Minister of Railways were here and gave his opinion, on his responsibility as a minister, that this Bill in no way affected the liability of the Manitoba government, I would have nothing more to say. But I think we ought to have that opinion.

The MINISTER OF FINANCE. I was not before the committee, and am bound to believe that these matters were all considered in that committee. If anything new has arisen there will be opportunity to look into it before this Bill reaches its final stage, but I do not feel at liberty to interfere at all.

Mr. McCREARY. Then I call the attention of Mr. Speaker to the fact that the hour for private Bills has expired.

Mr. BORDEN (Halifax). It seems only reasonable that we should have the opinion of the law officer of the Crown.

The MINISTER OF FINANCE. I shall mention the matter to the Minister of Railways.

Mr. SPEAKER. The hour for private Bills has expired.

SUPPLY.

House in Committee of Supply.

Commissioner's branch, for agriculture and dairying, &c., \$210,000.

Mr. INGRAM. Will the minister give us the names of all the inspectors, where they are located, and where they come from, who are now engaged under the Act?

The MINISTER OF AGRICULTURE. W. A. McKinnon; Alexander McNeill, who I think comes from the county of Essex; E. Lick, who comes from the neighbourhood of Cobourg or Oshawa; G. Vroom,