

JOURNALS

OF

THE SENATE OF CANADA

VOL. XLII



# JOURNALS

OF

## THE SENATE OF CANADA



HIS EXCELLENCY THE RIGHT HONOURABLE SIR ALBERT HENRY GEORGE, EARL  
GREY, VISCOUNT HOWICK, BARON GREY OF HOWICK, IN THE COUNTY  
OF NORTHUMBERLAND, IN THE PEERAGE OF THE UNITED  
KINGDOM, AND A BARONET; KNIGHT GRAND CROSS  
OF THE MOST DISTINGUISHED ORDER OF  
SAINT MICHAEL AND SAINT GEORGE  
ETC., ETC., GOVERNOR GENERAL  
AND COMMANDER-IN-CHIEF  
OF OUR DOMINION  
OF CANADA

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BEING THE THIRD SESSION

OF THE

TENTH PARLIAMENT

1906-7

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VOL. XLII



JOURNALS  
OF  
THE SENATE OF CANADA

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CANADA



GREY.

[L.S.]

EDWARD THE SEVENTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to all whom it may concern,—GREETING:

A PROCLAMATION.

WHEREAS Our Parliament of Canada stands prorogued to the TWENTY-FIRST day of the month of AUGUST, inst., at which time, at Our City of Ottawa, you were held and constrained to appear; Now KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit, by and with the advice of Our Privy Council for Canada to relieve you, and each of you, of your attendance at the time aforesaid hereby convoking and by these presents enjoining you, and each of you, that on MONDAY, the FIRST day of the month of OCTOBER next, you meet Us in Our Parliament of Canada, at Our City of OTTAWA, there to take into consideration the state and welfare of Our said Dominion of Canada, and therein to do as may seem necessary. HEREIN FAIL NOT.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, this EIGHTEENTH day of AUGUST, in the year of Our Lord One thousand nine hundred and six, and in the Sixth year of Our Reign.

By Command,

H. G. LAMOTHE,

*Clerk of the Crown in Chancery, Canada.*

## CANADA



*C. FITZPATRICK, DEPUTY GOVERNOR GENERAL OF CANADA.*

[L.S.]

EDWARD THE SEVENTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to all whom it may concern,—GREETING:

## A PROCLAMATION.

**W**HEREAS Our Parliament of Canada stands prorogued to the FIRST day of the month of OCTOBER next, at which time, at Our City of Ottawa, you were held and constrained to appear; NOW KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit, by and with the advice of Our Privy Council for Canada to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking and by these presents enjoining you, and each of you, that on FRIDAY, the NINTH day of the month of NOVEMBER next, you meet Us in Our Parliament of Canada, at Our City of OTTAWA, there to take into consideration the state and welfare of Our said Dominion of Canada, and therein to do as may seem necessary. **HEREIN FAIL NOT.**

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, The Honourable CHARLES FITZPATRICK, Deputy of Our Right Trusty and Right Well-Beloved Cousin the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, this TWENTY-NINTH day of SEPTEMBER, in the year of Our Lord One thousand nine hundred and six, and in the Sixth year of Our Reign.

By Command,

H. G. LAMOTHE,

*Clerk of the Crown in Chancery, Canada.*

## CANADA



GREY.

[L.S.]

EDWARD THE SEVENTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the seas, KING, Defender of the Faith, Emperor of India.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you,—GREETING:

## A PROCLAMATION.

WHEREAS the Meeting of Our Parliament of Canada stands prorogued to Friday, the NINTH day of the month of NOVEMBER instant, NEVERTHELESS, for certain causes and considerations, We have thought fit further to prorogue the same to THURSDAY, the TWENTY-SECOND day of the month of NOVEMBER instant, so that neither you, nor any of you on the said NINTH day of NOVEMBER instant, at Our City of Ottawa to appear are to be held and constrained; for WE DO WILL THAT you and each of you, be as to Us, in this matter, entirely exonerated; commanding, and by the ténor of these presents, enjoining you, and each of you, and all others in this behalf interested, that on THURSDAY, the TWENTY-SECOND day of the month of NOVEMBER instant, at Our City of OTTAWA aforesaid, personally you be and appear, for the DESPATCH OF BUSINESS, to treat, do, act and conclude upon those things which in Our said Parliament of Canada, by the Common Council of Our said Dominion, may, by the favour of God, be ordained.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable SIR ALBERT HENRY GEORGE, EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of OTTAWA, this SECOND day of NOVEMBER, in the year of Our Lord One thousand nine hundred and six, and in the Sixth year of Our Reign.

By Command,

H. G. LAMOTHE,

*Clerk of the Crown in Chancery, Canada.*





# JOURNALS

OF

## THE SENATE OF CANADA

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Thursday, 22nd November, 1906.

The Senate met at half-past two o'clock in the afternoon, Thursday, the twenty-second day of November, in the sixth year of the reign of Our Sovereign Lord King Edward the Seventh, by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India, being the Third Session of the Tenth Parliament of the Dominion of Canada, as continued by Prorogation to this day.

The Members in attendance in the Senate Chamber, in the City of Ottawa, were:—

The Honourable **RAOUL DANDURAND**, Speaker.

The Honourable Messieurs

Baker,	Domville,	Landry,	Poirier,
Béique,	Douglas,	Legris,	Power,
Bernier,	Drummond	Lougheed,	Robertson,
Bolduc,	(Sir George),	Macdonald (P.E.I.),	Ross (Halifax),
Bowell	Edwards,	Mackay (Alma),	Ross (Moosejaw),
(Sir Mackenzie),	Ellis,	MacKeen,	Roy,
Carling	Ferguson,	McDonald,	Scott,
(Sir John),	Fiset,	(Cape Breton),	Talbot,
Cartwright	Forget,	McGregor,	Thibaudeau
(Sir Richard),	Gibson,	McHugh,	(de la Vallière),
Casgrain	Hingston	McKay (Truro),	Thibaudeau
(de Lanaudière),	(Sir William, Kt.)	McMillan,	(Rigaud),
Casgrain	Godbout,	McMullen,	Thompson,
(Windsor),	Jaffray,	McSweeney,	Watson,
Choquette,	Jones,	Miller,	Wilson,
Cloran,	Kerr,	Mitchell,	Yeo,
Coffey,	King,	Montplaisir,	Young.
Cox,	Kirchhoffer,	Owens,	

The Honourable the Speaker informed the Senate that he had received a communication from the Governor General's Secretary.

The same was then read by the Honourable the Speaker, and it is as follows:—

OTTAWA, 21st November, 1906.

SIR,—I have the honour to inform you that His Excellency the Governor General will proceed to the Senate Chamber to open the Third Session of the Tenth Parliament of the Dominion of Canada on Thursday, the 22nd instant, at 3 o'clock, p.m.

I have the honour to be, Sir,  
Your obedient servant,

J. HANBURY-WILLIAMS, Colonel,  
*Governor General's Secretary.*

The Honourable  
The Speaker of the Senate,  
&c., &c., &c.

The Senate was adjourned during pleasure.

His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada, being seated on the Throne,

The Honourable the Speaker commanded the gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House that,—“It is His Excellency's pleasure that they attend him immediately in the Senate.”

Who being come, with their Speaker,

His Excellency the Governor General was then pleased to open the Session by a Gracious Speech to both Houses:—

*Honourable Gentlemen of the Senate:*

*Gentlemen of the House of Commons:*

In opening the third session of the Tenth Parliament of Canada, I avail myself of the opportunity to offer you my congratulations on the unparalleled prosperity prevailing in all parts of the Dominion. The harvest has been abundant, and the trade with both British and foreign nations continues to expand in annually increasing volume, with every prospect of continued growth for many years to come.

The number of immigrants seeking homes in Canada continues yearly to increase, and it is very satisfactory to observe that a larger proportion than in any former year has in the past season come from the British Isles.

During the recess following the last session, I visited the four western provinces, and was much gratified to note the great advance that is being made in the development of the vast resources of those highly favoured sections of the Dominion. I found the people of the West rejoicing in their prosperity, and full of hope and confidence in the future growth of its agricultural and industrial wealth.

The quinquennial census recently taken in the Provinces of Alberta and Saskatchewan shows that those provinces are now entitled to an increase in their representation in the House of Commons. A Bill giving effect to that provision will be submitted for your approval.

In accordance with the announcement made in a previous session, you will be asked to consider a Bill for the revision of the Customs tariff.

The sanction of Parliament will be required to give legal effect to the treaty made with the Empire of Japan. A Bill for that purpose will be submitted for your approval.

The products and manufactures of Canada shown at the recent International Exhibition held in the City of Milan proved a great attraction, and as a result it is confidently believed our trade with central and southern Europe can be materially increased.

The Naval authorities having relinquished the use of the Dockyard at Halifax, a proposal was made to transfer it to the Government of Canada. The offer has been accepted and the Dockyard will now be used by the Department of Marine and Fisheries as a base for its operations in connection with aids to navigation.

Many immigrants having in recent years been induced to come to Canada by false representations made in the United Kingdom, at the request of the Minister of Labour a clause has been added to the Merchants Shipping Bill, now before the Imperial Parliament, for the punishment of any person who may be found guilty of that offence.

*Gentlemen of the House of Commons:*

The accounts of the past year will be laid before you. I am glad to say that the revenue has shown a large expansion, and has not only provided for ordinary expenditure, but has also, to a great extent, provided for the outlay on capital account.

The estimates for the coming year will be laid before you at an early date.

*Honourable Gentlemen of the Senate:*

*Gentlemen of the House of Commons:*

A united application having been received by my ministers from the Governments of the several provinces asking for an increase in the provincial subsidies, a conference was recently held when the reasons for granting additional aid were fully set forth and discussed. Resolutions, based on the conclusions reached by my Government, will be submitted for your consideration.

Bills will be laid before you amending the Election Acts, the Post Office Act, the Dominion Lands Act, a Bill for the more effective supervision and inspection of Canadian canned food products, meats and fish, a Bill relating to the sale and manufacture of patent medicines; and also a Bill to make better provision for dealing with juvenile delinquents.

It is hoped that the report of the Commission appointed to enquire into the working of Insurance Companies will shortly be completed, when it will be laid on the Table.

The subjects I have mentioned will, I hope, receive your best consideration, and the measures to be submitted for your approval will, I trust, tend to the well-being and good government of our fair Dominion.

His Excellency the Governor General was pleased to retire, and the House of Commons withdrew.

After some time the Senate was resumed.

PRAYERS.

The Honourable Mr. Scott, Secretary of State, presented to the Senate a Bill intitled: "An Act relating to Railways."

The said Bill was read a first time.

The Honourable the Speaker informed the Senate that a copy of His Excellency's Speech has been left in his hands.

The same was then read by His Honour the Speaker.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

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Ordered, That the Speech of His Excellency the Governor General be taken into consideration by the Senate on Monday next.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That all the Senators present during this Session be appointed a Committee to consider the Orders and Customs of the Senate and Privileges of Parliament, and that the said Committee have leave to meet in the Senate Chamber, when and as often as they please.

With leave of the Senate.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That when the Senate adjourns to-day it do stand adjourned until Monday next at Eight o'clock in the evening.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Monday next at Eight o'clock in the evening.

Monday, 26th November, 1906.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lougheed,	Riley,
Baker,	De Veber,	Macdonald (P.E.I.),	Robertson,
Béique,	Domville,	Mackay (Alma),	Ross (Moosejaw),
Bernier,	Douglas,	MacKeen,	Ross (Halifax),
Bolduc,	Edwards,	McDonald	Roy,
Boucherville, de	Ellis,	(Cape Breton),	Scott,
(C.M.G.),	Ferguson,	McGregor,	Talbot,
Bowell	Fiset,	McHugh,	Thibaudeau
(Sir Mackenzie),	Forget,	McKay (Truro),	(Rigaud),
Carling (Sir John),	Gibson,	McLaren,	Thibaudeau
Casgrain	Godbout,	McMillan,	(de la Vallière),
(Windsor),	Jaffray,	McMullen,	Thompson,
Casgrain	Kerr,	McSweeney,	Watson,
(de Lanaudière),	King,	Miller,	Wilson,
Cloran,	Kirchhoffer,	Montplaisir,	Yeo,
Coffey,	Landry,	Power,	Young.
Cox,	Legris,		

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Cloran,—Of W. F. Wenright, of the City of Malone, in the State of New York, and others of elsewhere.

By the Honourable Mr. Watson,—Of Osprey George Valentine Spain, of the City of Ottawa (Divorce Petition).

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Report of the Minister of Agriculture for the Dominion of Canada for the five months ended March 31, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 15.)*

Also, Interim Report of the Experimental Farms, from December 1, 1905, to March 31, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 16.)*

Also, The Thirty-ninth Annual Report of the Department of Marine and Fisheries, 1906.—Fisheries.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 22.)*

Also, The Report of the Department of Labour for the year ended June 30, 1906.

*(Vide Sessional Papers No. 36.)*

Also, Report, Returns and Statistics of the Inland Revenues for the Dominion of Canada, fiscal year ended June 30th, 1906.

Part II.—Inspection of Weights, Measures, Gas and Electric Light.

Ordered, That the same do lie on the Table.

*(Vide Sessional Papers No. 13.)*

Also, The Amended Rules of the Exchequer Court of Canada as on the 8th October, 1906.

*(Vide Sessional Papers No. 39.)*

The Order of the Day being read for the consideration of His Excellency's Speech from the Throne at the opening of the Third Session of the Tenth Parliament,

The Honourable Mr. Jaffray moved, seconded by the Honourable Mr. Roy,

That the following Address be presented to His Excellency the Governor General to offer the humble thanks of this House to His Excellency for the gracious Speech which he has been pleased to make to both Houses of Parliament, namely:—

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada,

MAY IT PLEASE YOUR EXCELLENCY:

We, His Majesty's most dutiful and loyal subjects, the Senate of Canada, in Parliament assembled, beg leave to offer our humble thanks to Your Excellency for the gracious Speech which Your Excellency has addressed to both Houses of Parliament.

After Debate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That further debate on the said motion be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Tuesday, 27th November, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Cox,	Legris,	Perley,
Baker,	David,	Lougheed,	Power,
Béique,	Davis,	Macdonald (P.E.I.),	Riley,
Bernier,	De Veber,	MacKeen,	Robertson,
Bolduc,	Domville,	McDonald	Ross (Moosejaw),
Boucherville, de	Douglas,	(Cape Breton),	Ross (Halifax),
(C.M.G.),	Ellis,	McGregor,	Roy,
Bowell	Ferguson,	McHugh,	Scott,
(Sir Mackenzie),	Fiset,	McKay (Truro),	Talbot,
Carling (Sir John),	Forget,	McLaren,	Thibaudeau
Cartwright	Gibson,	McMillan,	(Rigaud),
(Sir Richard),	Godbout,	McMullen,	Thibaudeau
Casgrain (Windsor),	Jaffray,	McSweeney,	(de la Vallière),
Casgrain	Jones,	Merner,	Thompson,
(de Lanaudière),	Kerr,	Miller,	Watson,
Choquette,	King,	Mitchell,	Wilson,
Cloran,	Kirchhoffer,	Montplaisir,	Yeo,
Coffey,	Landry,	Owens,	Young.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Riley,—Of John Hendry and others, of the City of Vancouver, in the Province of British Columbia.

By the Honourable Mr. Jones,—Of Celina Kingan Ansley, of the City of Toronto—(Divorce Petition).

By the Honourable Mr. Young,—Of Robert D. Fletcher and others, of Winnipeg; of The Annuity Company of Canada, all in the Province of Manitoba.

The Honourable Mr. Landry moved, seconded by the Honourable Sir John Carling,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will be pleased to cause to be laid before this House a copy of all correspondence exchanged between the Government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various departments of the Government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

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Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. Jaffray, namely:—

That the following Address be presented to His Excellency the Governor General to offer the humble thanks of this House to His Excellency for the gracious Speech which he has been pleased to make to both Houses of Parliament, namely:—

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:—

We, His Majesty's most dutiful and loyal subjects, the Senate of Canada, in Parliament assembled, beg leave to offer our humble thanks to Your Excellency for the gracious Speech which Your Excellency has addressed to both Houses of Parliament.

After further Debate,

The question of concurrence being put thereon, the same was unanimously resolved in the affirmative.

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.



Wednesday, 28th November, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Poirier,
Baker,	Davis,	Macdonald (P.E.I.),	Power,
Béique,	De Veber,	Mackay (Alma),	Riley,
Bernier,	Domville,	MacKeen,	Robertson,
Bolduc,	Douglas,	McDonald	Ross (Moosejaw),
Boucherville, de	Edwards,	(Cape Breton),	Ross (Halifax),
(C.M.G.),	Ellis,	McGregor,	Roy,
Bowell	Ferguson,	McHugh,	Scott,
(Sir Mackenzie),	Fiset,	McKay (Truro),	Talbot,
Carling (Sir John),	Forget,	McLaren,	Thibaudeau
Cartwright	Gibson,	McMillan,	(Rigaud),
(Sir Richard),	Godbout,	McMullen,	Thibaudeau
Casgrain	Jaffray,	McSweeney,	(de la Vallière),
(Windsor),	Jones,	Merner,	Thompson,
Casgrain	Kerr,	Miller,	Watson,
(de Lanaudière),	King,	Mitchell,	Wilson,
Choquette,	Kirchhoffer,	Montplaisir,	Yeo,
Cloran,	Landry,	Owens,	Young.
Coffey,	Legris,	Perley,	

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Coffey,—Of Edgar Webster Summers and Hadley Herbert Summers, of Pittsburg, in the State of Pennsylvania, one of the United States of America.

By the Honourable Mr. Choquette,—Of the Canadian Northern Quebec Railway Company.

By the Honourable Mr. Jones,—Of the Canadian Northern Ontario Railway Company.

By the Honourable Mr. Ross (Moosejaw),—Of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

By the Honourable Mr. Young,—Of the Canadian Pacific Railway Company, and of the Canadian Northern Railway Company.

By the Honourable Mr. DeVeber,—Of the Great West Railway Company.

By the Honourable Mr. Roy,—Of T. W. Rourke and others, of the City of Edmonton and elsewhere.

By the Honourable Mr. Thibaudeau (de la Vallière),—Of the Joliette and Brandon Railway Company; and of La Compagnie du Chemin de fer de Colonization du Nord.

Pursuant to the Order of the Day, the following Petition was read:—

Of W. F. Wenwright, of the City of Malone, in the State of New York, and others of elsewhere; praying to be incorporated as the Malone and Hopkins Point Railway Company.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Report of the Commissioners appointed to consolidate and revise the Statutes of Canada, together with a copy of such Revised Statutes.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 99.)*

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That pursuant to Rule 77, the following Senators: the Hon. Sir Mackenzie Bowell, K.C.M.G., the Honourable Messieurs Gibson, Lougheed, Béique, Miller, Power, Watson, Casgrain (de Lanaudière) and Ferguson, be appointed a Committee of Selection to nominate senators to serve on the several Standing Committees during the present session, and to report with all convenient speed the names of the senators so nominated.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Sir Mackenzie Bowell, called attention to the provisions of the articles of agreements entered into between the Minister of Trade and Commerce of the Dominion on behalf of His Majesty, and the Messrs. Elder Dempster & Co., of Liverpool, England, for the establishment of a line of steamers between Canada, Cuba and Mexico, and inquired of the Government why in the third clause of said articles of agreement provision is made prohibiting the Canadian subsidized steamers from taking cargo at Cuban ports for Canada?

Debated.

The Honourable Mr. Domville moved, seconded by the Honourable Mr. Thibau-deau (Rigaud),

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a Return of aluminum exported for the years 1903, 1904, 1905 and to date, 1906, with values.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Domville moved, seconded by the Honourable Mr. Thibau-deau (Rigaud),

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a Return of imports of oxide of aluminum for the years 1903, 1904, 1905 and to date, 1906, with values.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Scott presented to the Senate, a Bill (A) intituled: "An Act to amend the Naturalization Act."

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The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Scott presented to the Senate, a Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French version thereof."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Scott presented to the Senate, a Bill (C) intituled: "An Act to amend the Criminal Code, 1892."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Scott presented to the Senate, a Bill (D) intituled: "An Act to amend an Act respecting Commercial Treaties affecting Canada."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Scott presented to the Senate, a Bill (E) intituled: "An Act respecting a certain Treaty between Canada and Japan."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Sixth Report of the Geographic Board of Canada, containing all decisions to June 30, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 21a.)*

Also,—The Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 45.)*

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 29th November, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Macdonald (P.E.I.),	Power,
Baker,	De Veber,	Mackay (Alma),	Riley,
Béique,	Domville,	MacKeen,	Robertson,
Bernier,	Douglas,	McDonald	Ross (Moosejaw),
Bolduc,	Edwards,	(Cape Breton),	Ross (Halifax),
Boucherville, de	Ellis,	McGregor,	Roy,
(C.M.G.),	Ferguson,	McHugh,	Scott,
Bowell	Fiset,	McKay (Truro),	Sullivan,
(Sir Mackenzie),	Gibson,	McLaren,	Talbot,
Carling (Sir John),	Godbout,	McMillan,	Thibaudeau
Cartwright	Hingston	McMullen,	(Rigaud),
(Sir Richard),	(Sir Wm., Kt.),	McSweeney,	Thibaudeau
Casgrain (Windsor),	Jaffray,	Merner,	(de la Vallière),
Casgrain	Jones,	Miller,	Thompson,
(de Lanaudière),	Kerr,	Mitchell,	Watson,
Choquette,	King,	Montplaisir,	Wilson,
Cloran,	Landry,	Owens,	Yeo,
Coffey,	Legris,	Perley,	Young.
David,	Lougheed,	Poirier,	

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Douglas,—Of the Manitoba and Northwestern Railway Company.

By the Honourable Mr. Ross (Moosejaw),—Of the Klondyke Mines Railway Company.

By the Honourable Mr. McHugh,—Of Joseph Doust and others, of Toronto.

By the Honourable Mr. Jones,—Of Florence Sarah Gibb, of the City of Toronto—(Divorce Petition).

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of John Hendry and others, of the City of Vancouver, in the Province of British Columbia; praying to be incorporated as the Burrard, Westminster, Boundary Railway and Navigation Company.

Of Robert D. Fletcher and others, of the City of Winnipeg; praying to be incorporated as the Manitoba Radial Railway Company; and

Of the Annuity Company of Canada; praying for the passing of an Act amending their Act of Incorporation.

The Honourable Mr. Gibson, from the Committee of Selection appointed to nominate the Senators to serve on the several Standing Committees for the present session, presented their First Report.

Ordered, That it be received, and the same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, November 29th, 1906.

The Committee of Selection, appointed to nominate the senators to serve on the several Standing Committees for the present session, have the honour to report herewith the following lists of senators selected by them to serve on each of the said Standing Committees, namely:—

The Joint Committee on the Library of Parliament:—

The Honourable the Speaker, and the Honourable Messieurs: Baker, Bernier, Boucherville, de, C.M.G., Cartwright, Sir Richard, G.C.M.G., Davis, Douglas, Drummond, Sir George, K.C.M.G., Godbout, Cowan, Sir James Robert, K.C.M.G., Jaffray, Legris, McHugh, Miller, Poirier, Power, Wilson.—17.

The Joint Committee on the Printing of Parliament:—

The Honourable Messieurs: Bernier, Carling, Sir John, K.C.M.G., Choquette, Cloran, Coffey, DeVeber, Dobson, Domville, Ellis, Fiset, Frost, Legris, Macdonald (P.E.I.), Mackay (Alma), MacKeen, Merner, Riley, Ross (Halifax), Roy, Shehyn, Talbot.—21.

The Committee on Standing Orders:—

The Honourable Messieurs: Carling, Sir John, K.C.M.G., Choquette, Macdonald (P.E.I.), Macdonald (Victoria), McGregor, McKay (Truro), Tessier, Yeo, Young.—9.

The Committee on Banking and Commerce:—

The Honourable Messieurs: Bowell, Sir Mackenzie, K.C.M.G., Cartwright, Sir Richard, G.C.M.G., Casgrain (Windsor), Cox, Drummond, Sir George, K.C.M.G., Edwards, Ferguson, Forget, Gibson, Hingston, Sir William, Kt., Jaffray, Jones, Kerr, Loughheed, Macdonald (P.E.I.), Mackay (Alma), MacKeen, McDonald (Cape Breton), McGregor, McMillan, McMullen, McSweeney, Mitchell, Perley, Ross (Moosejaw), Scott, Sullivan, Thibaudeau (Rigaud), Thibaudeau (de la Vallière), Thompson, Wood, Yeo.—32.

The Committee on Railways, Telegraphs and Harbours:—

The Honourable Messieurs: Baird, Baker, Béique, Bolduc, Bostock, Bowell, Sir Mackenzie, K.C.M.G., Carling, Sir John, K.C.M.G., Casgrain (de Lanaudière), Choquette, Cox, David, Davis, DeVeber, Domville, Drummond, Sir George, K.C.M.G., Edwards, Ellis, Ferguson, Fiset, Forget, Frost, Gibson, Godbout, Jones, Kerr, King, Kirchhoffer, Landry, Loughheed, Lovitt, Macdonald (Victoria), Mackay (Alma), McDonald (Cape Breton), McHugh, McKay (Truro), McLaren, McMillan, McMullen, Mitchell, Owens, Poirier, Power, Ross (Moosejaw), Scott, Shehyn, Sullivan, Tessier, Thompson, Watson, Young.—50.

The Committee on Miscellaneous Private Bills:—

The Honourable Messieurs: Baird, Béique, Bostock, Boucherville, de, C.M.G., Casgrain (Windsor), Cloran, David, Domville, Douglas, Edwards, Godbout, Hingston, Sir William, Kt., Kerr, Landry, Legris, McGregor, McHugh, McSweeney, Merner, Montplaisir, Ross (Halifax), Shehyn, Talbot, Thibaudeau (Rigaud), Thibaudeau (de la Vallière).—25.

The Committee on Internal Economy and Contingent Accounts:—

The Honourable Messieurs: Bernier, Bolduc, Casgrain (de Lanaudière), Fiset, Frost, Gibson, Jones, King, Landry, Lovitt, McDonald (Cape Breton), McLaren, Miller, Montplaisir, Owens, Perley, Power, Riley, Robertson, Ross (Moosejaw), Thompson, Watson, Wilson, Wood, Yeo.—25.

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The Committee on Debates and Reporting:—

The Honourable Messieurs: Béique, Coffey, Ellis, Ferguson, Mitchell, Poirier, Robertson, Roy, Talbot.—9.

The Committee on Divorce:—

The Honourable Messieurs: Baker, Bostock, Cox, Kirchhoffer, Loughheed, McMullen, Wilson, Wood, Young.—9.

The Committee on the Restaurant:—

The Honourable the Speaker, and the Honourable Messieurs: Bolduc, McKay (Truro), McMillan, McSweeney, Robertson, Tessier.—7.

All which is respectfully submitted,

WM. GIBSON,  
*Chairman.*

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Casgrain (Windsor), it was

Ordered, That the said Report be taken into consideration to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 30th November, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Legris,	Perley,
Baker,	De Veber,	Lougheed,	Poirier,
Bernier,	Domville,	Macdonald (P.E.I.),	Power,
Bolduc,	Douglas,	MacKeen,	Riley,
Boucherville, de	Edwards,	McDonald	Robertson,
(C.M.G.),	Ellis,	(Cape Breton),	Ross (Halifax),
Bowell	Ferguson,	McGregor,	Roy,
(Sir Mackenzie),	Fiset,	McHugh,	Scott,
Carling (Sir John),	Gibson,	McKay (Truro),	Sullivan,
Cartwright	Godbout,	McLaren,	Talbot,
(Sir Richard),	Hingston	McMillan,	Thibaudeau
Casgrain	(Sir William).	McMullen,	(Rigaud),
(de Lanaudière),	Jaffray,	McSweeney,	Thompson,
Casgrain (Windsor),	Jones,	Merner,	Watson,
Choquette,	Kerr,	Miller,	Wilson,
Cloran,	King,	Mitchell,	Yeo,
Coffey,	Kirchhoffer,	Montplaisir,	Young.
David,	Landry,	Owens,	

PRAYERS.

With leave of the Senate,

The Honourable Mr. Gibson moved, seconded by the Honourable Mr. Casgrain (Windsor),

That when the Senate adjourns to-day, it do stand adjourned until Tuesday next, at three o'clock in the afternoon.

The Honourable Mr. Casgrain (de Lanaudière), in amendment moved, seconded by the Honourable Mr. Legris,

That the words "at eight o'clock p.m." be substituted for the words "three o'clock in the afternoon."

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being then put on the main motion as amended, it was resolved in the affirmative, and

Ordered accordingly.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Roy,—Of the Calgary and Edmonton Railway Company.

By the Honourable Mr. Bolduc,—Of La Banque Nationale.

By the Honourable Mr. McSweeney,—Of the Traders Fire Insurance Company.

By the Honourable Mr. Mitchell,—Of Paul Tourigny and others of St. Clotilde and elsewhere.

By the Honourable Mr. McMullen,—Of the Georgian Bay and Seaboard Railway Company.

By the Honourable Mr. Gibson (for the Honourable Mr. Frost),—Of the Huron and Ontario Railway Company.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Edgar Webster Summers and Hadley Herbert Summers, of the Cities of Pittsburg and Portsmouth, in the States of Pennsylvania and Ohio; praying for the passing of an Act authorizing the Commissioner of Patents to receive certain fees relating to and for extending the duration of patent No. 66914.

Of the Canadian Northern Quebec Railway Company; praying for legislation extending the time for the commencement and completion of certain of their lines of railway; authorizing certain extension of their lines of railway; giving leasing powers; removing doubts as to bonding powers, and confirming a certain issue of bonds and mortgage.

Of the Canadian Northern Ontario Railway Company; praying for the passing of an Act empowering them to build certain branch lines; extending the time for the commencement and completion of authorized lines; authorizing them to enter into an agreement with the Canadian Northern Quebec Railway Company and for other purposes.

Of the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company; praying for legislation confirming a certain bond issue and mortgage; giving them leasing powers and removing doubts as to the powers conferred by the Railway Act, 1903.

Of the Canadian Pacific Railway Company; praying for legislation increasing the bonding powers upon the Toronto-Sudbury branch; extending the time for the completion of certain other branch lines, and empowering them to lay out and construct new branches and to acquire lines of railway already authorized.

Of the Canadian Northern Railway Company; praying for legislation increasing certain bonding powers; confirming an agreement with the Grand Trunk Pacific Railway Company; authorizing new lines; and, extending the time for the commencement and completion of certain now authorized lines.

Of the Great West Railway Company; praying for legislation extending the time for the commencement and completion of their railway; empowering them to alter and extend their railway and to increase their capital stock and bonding powers.

Of T. W. Rourke and others, of the City of Edmonton, and elsewhere; praying to be incorporated as The Saskatchewan Valley and Hudson Bay Railway Company.

Of the Joliette and Brandon Railway Company, a Company incorporated by the Legislature of the Province of Quebec; praying for legislation declaring them to be a work for the general advantage of Canada and confirming a lease to the Canadian Pacific Railway Company; and

Of La Compagnie du chemin de fer de Colonisation du Nord; praying for the passing of an Act extending the time for the completion of their railway.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Report of the Commissioners of the National Transcontinental Railway for the fiscal year ending June 30, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 62.)*

The Order of the Day being read for the second reading of the Bill (A) intituled: "An Act to amend the Naturalization Act."



On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French version thereof," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

The Order of the Day being read for the second reading of the Bill (D) intituled: "An Act to amend an Act respecting Commercial Treaties affecting Canada."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday next.

The House, according to Order, proceeded to the consideration of the First Report of the Committee of Selection to nominate the Senators to serve on the several Standing Committees.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That a Message be sent to the House of Commons by one of the Masters in Chancery, informing that House that the Senate has appointed the Honourable Messieurs: Baker, Bernier, Boucherville, de, C.M.G., Cartwright, Sir Richard, G.C.M.G., Davis, Douglas, Drummond, Sir George, K.C.M.G., Godbout, Gowan, Sir James Robert, K.C.M.G., Jaffray, Legris, McHugh, Miller, Poirier, Power, Wilson, a committee to assist His Honour the Speaker in the direction of the Library of Parliament, as far as the interests of the Senate are concerned, and to act on behalf of the Senate, as members of a Joint Committee of both Houses on the Library.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That a Message be sent to the House of Commons by one of the Masters in Chancery, informing that House that the Senate has appointed the Honourable Messieurs: Bernier, Carling, Sir John, K.C.M.G., Choquette, Cloran, Coffey, De Veber, Dobson, Domville, Ellis, Fiset, Frost, Legris, Macdonald (P.E.I.), Mackay (Alma), MacKeen, Merner, Riley, Ross (Halifax), Roy, Shehyn, Talbot, a committee to superintend the printing of the Senate during the present Session, and to act on behalf of the Senate with the Committee of the House of Commons, as a Joint Committee of both Houses on the subject of printing.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next at eight o'clock in the evening.

Tuesday, 4th December, 1906.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	MacKeen,	Robertson,
Baker,	Domville,	McDonald,	Ross (Moosejaw),
Béique,	Douglas,	(Cape Breton),	Ross (Halifax),
Bernier,	Edwards,	McGregor,	Roy,
Bolduc,	Ellis,	McHugh,	Scott,
Boucherville, de	Ferguson,	McKay (Truro),	Shehyn,
(C.M.G.),	Fiset,	McLaren,	Sullivan,
Carling (Sir John),	Gibson,	McMillan,	Talbot,
Casgrain	Godbout,	McMullen,	Thibaudeau
(Windsor),	Kerr,	McSweeney,	(Rigaud),
Casgrain	King,	Merner,	Thibaudeau
(de Lanaudière),	Kirchhoffer,	Mitchell,	(de la Vallière),
Choquette,	Landry,	Montplaisir,	Watson,
Cloran,	Legris,	Owens,	Wilson,
Coffey,	Lougheed,	Perley,	Wood,
David,	Macdonald (P.E.I.),	Poirier,	Yeo,
Davis,	Mackay (Alma),	Power,	Young.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By the Honourable Mr. Lougheed,—Of William A. Damen, of the City of Toronto.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the Calgary and Edmonton Railway Company; praying for legislation authorizing them to acquire certain branch lines.

Of La Banque Nationale; praying for legislation authorizing the conversion of its capital stock from shares of \$30 into shares of \$100 and for other purposes in connection therewith.

Of the Traders Fire Insurance Company, a company incorporated by Letters Patent under the Great Seal of the Province of Ontario; praying to be incorporated by the Parliament of Canada.

Of Paul Tourigny and others, of St. Clotilde and elsewhere; praying to be incorporated as the Eastern Townships Railway Company.

Of the Georgian Bay and Seaboard Railway Company; praying for the passing of an Act extending the time for the completion of their railway.

Of the Huron and Ontario Railway Company; praying for legislation empowering them to build certain branch lines, and to extend the time for the commencement and completion of their lines and branches.

Of the Manitoba and Northwestern Railway Company; praying for legislation extending the time for the construction and completion of certain of their authorized lines of railway and empowering to construct and operate a further new branch line.

Of the Klondyke Mines Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway and confirming the issue of bonds and other securities; and

Of Joseph Doust and others, of the City of Toronto; praying to be incorporated as the Owen Sound Bridge and Terminal Company.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A detailed statement of all Bonds and Securities registered in the Department of the Secretary of State of Canada, since last return, 20th March, 1905.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 51.)*

Also, return under Chapter 131 (R.S.C.), intituled: "An Act respecting Trade Unions," and submitted to Parliament in accordance with Section 23 of the said Act.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 52.)*

Also, the General Orders issued to the Militia between 1st January, 1906, and 2nd November, ultimo.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 47.)*

The Order of the Day being read for the second reading of the Bill (C) intituled: "An Act to amend the Criminal Code, 1892,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (A) intituled: "An Act to amend the Naturalization Act,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into a Committee of the Whole on the Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French version thereof."

*(In the Committee.)*

Title read and postponed.

First section read and agreed to.

Second section read and agreed to.

Third section read and amended, as follows:—

Page 1, line 8.—Leave out the words "and to have had."

Said section, as amended, was agreed to.

Fourth section read and amended, as follows:—

Page 1, line 17.—Leave out the words "and to have been."

Said section, as amended, was agreed to.

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Section five and the remaining sections of the Bill were severally read and agreed to.

The title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Béique, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. King, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the second reading of the Bill (D) intituled: "An Act respecting Commercial Treaties affecting Canada,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey,

The Senate adjourned.

Wednesday, 5th December, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	MacKeen,	Robertson,
Baker,	Domville,	McDonald,	Ross (Moosejaw),
Béique,	Douglas,	(Cape Breton),	Ross (Halifax),
Bolduc,	Edwards,	McGregor,	Roy,
Boucherville, de	Ellis,	McHugh,	Scott,
(C.M.G.),	Ferguson,	McKay (Truro),	Shehyn,
Carling (Sir John),	Fiset,	McLaren,	Sullivan,
Cartwright	Gibson,	McMillan,	Talbot,
(Sir Richard),	Godbout,	McMullen,	Thibaudeau
Casgrain	Jaffray,	McSweeney,	(Rigaud),
(Windsor),	Jones,	Merner,	Thibaudeau
Casgrain	Kerr,	Mitchell,	(de la Vallière),
(de Lanaudière),	King,	Montplaisir,	Watson,
Choquette,	Kirchhoffer,	Owens,	Wilson,
Cloran,	Landry,	Perley,	Wood,
Coffey,	Legris,	Poirier,	Yeo,
David,	Lougheed,	Power,	Young.
Davis,	Macdonald (P.E.I.),		

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Coffey,—Of Thomas F. Johnson and others, of the City of London.

By the Honourable Mr. Mitchell,—Of the Orford Mountain Railway Company, and of Edward Eugene Gleason and others.

By the Honourable Mr. Mitchell, for the Honourable Mr. Frost,—Of the Dominion Central Railway Company.

By the Honourable Mr. Davis,—Of the Dominion Fire Insurance Company.

By the Honourable Mr. Shehyn,—Of the Quebec Bridge and Railway Company.

By the Honourable Mr. Watson,—Of the Brockville, Westport and Northwestern Railway Company; and

By the Honourable Mr. Kerr,—Of Mary E. Dignam and others, of the City of Toronto; and of the Canada Central Railway Company.

The Honourable the Speaker presented to the Senate,—The Report of the Joint Librarians on the state of the Library of Parliament for the year 1906.

The same was then read by the Clerk, and it is as follows:—

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*To the Honourable Speaker of the Senate:*

The Joint Librarians of Parliament have the honour to report as follows:—

The shortness of the recess necessarily prevented any accumulation of business.

The various departments of the Library have been supplied as far as possible with books and pamphlets issued since the close of the last session.

Efforts have been made to find convenient shelf-space for some overcrowded sections; and the need for the expected improvements has become more than ever obvious.

Considerable expenditure was called for to supply the Revised Statutes of the various States of the American Union. When the new edition of the Revised Statutes of Canada is issued, the Librarians will no doubt be in a position to exchange the volumes for similar publications. Application has been made to the Printing Committee for an order for a sufficient number of copies to supply the Library exchanges.

The catalogue of French works on politics, political economy, social science, having become obsolete with time, a new one was begun during the last session and completed during recess. It is now in the press. This part of the catalogue has been made, according to the most recent methods and in its numerous sections will be found works on political science, social economy, sociology, finance, social science and kindred subjects.

As Members of Parliament are well aware, people in foreign countries, especially in Europe, take more and more interest in the discussions raised years ago and kept up ever since, on the relations of capital and labour, on socialism, on the dangers of trusts, cartells, &c. The most recent remarkable works on those subjects have been secured and are to be found in the Library.

During September last, a very important congress, that of the *Américanistes*, was held in Quebec. Among their transactions, important papers were read on the manners, customs, and folklore of the aborigines of our continent. Arrangements have been made to add those valuable contributions to the Library.

Owing to the pressure of business and the preoccupation of Members, it has not been found convenient for several sessions to get more than one meeting of the Joint Committee; and the Sub-Committee of Audit have been for the same reasons irregular. As the duties of the Sub-Committee of Audit are minute and troublesome, and are in any case superfluous in view of constant supervision of the Auditor General, the Librarians will hereafter, unless otherwise ordered, report direct to the Committee, in detail, as to the expenditure for the purchase of books, in the form hitherto followed. In the meantime they submit herewith, for the information of the House, a tabulated and classified statement of the purchases made during the past three seasons.

The annual catalogue of the books purchased during the year will be begun at the usual time and presented during the session.

The list of donations is appended as usual.

All of which is respectfully submitted.

A. D. DECELLES, *G.L.*,

MARTIN J. GRIFFIN, *P.L.*

## LIBRARY OF PARLIAMENT,

OTTAWA, 22nd November, 1906.

STATEMENT, Classified by Subjects, of the Expenditure on Books and Binding.

Subjects.	From May	From May	From May	Totals.
	1, 1904, to April 29, 1905.	1, 1905, to April 30, 1906.	1, 1906, to October 31, 1906.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Religion, Philosophy and Education.....	471 15	606 27	274 15	1,351 57
History and Biography.....	2,482 19	2,035 41	1,353 46	5,871 06
Geography and Travels.....	524 00	554 08	378 14	1,456 22
Sciences.....	578 10	558 78	264 49	1,401 37
Useful Arts.....	406 75	329 94	148 69	885 38
Fine Arts.....	342 53	90 83	52 54	485 90
Sports and Games.....	29 98	24 67	9 38	64 03
Philology, Literary History, Bibliography, &c.....	323 82	320 49	98 48	742 79
Belles Lettres.....	1,436 27	897 37	750 41	3,084 05
Encyclopædias, Magazines, &c.....	1,184 20	1,082 40	226 99	2,493 59
Law, Constitutional History, Parliamentary Papers, &c.....	2,564 65	2,472 69	908 35	5,945 69
Political Economy, Social Science, Commerce and Statistics.....	1,051 07	986 14	420 64	2,457 85
Directories.....	138 12	128 26	74 61	340 99
Binding.....	1,526 29	1,852 12	1,715 52	5,093 93
Insurance, Commission, Postage, &c.....	445 66	401 56	241 69	1,088 91
	13,504 78	12,341 01	6,917 54	32,763 33

(For list of donations to the Library of Parliament, 1906, Vide Sessional Papers No. 33.)

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration on Friday next.

The Honourable Mr. Watson, from the Standing Committee on Internal Economy and Contingent Accounts, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 5th December, 1906.

The Committee on Internal Economy and Contingent Accounts, beg leave to make their First Report, as follows:—

1. Your Committee recommend that their quorum be reduced to nine (9) members.

2. Your Committee recommend that George Russell be appointed a page to fill a vacancy at present existing.

All which is respectfully submitted.

ROBT. WATSON,

Chairman.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

WEDNESDAY, 5th December, 1906.

The Standing Committee on Standing Orders have the honour to make their First Report.

Your Committee recommend that their quorum be reduced to three (3) members.

Your Committee also recommend that the time limited for presenting Petitions for Private Bills, which expires on Thursday, the thirteenth instant, be extended to Friday, the first day of February next; also, that the time limited for presenting Private Bills, which expires on Thursday, the twentieth instant, be extended to Friday the eighth day of February next; and also, that the time limited for receiving Reports from any Standing or Select Committee on a Private Bill, be extended to Friday, the twenty-second day of the same month.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the House to-morrow.

The Honourable Mr. Gibson, Acting Chairman, from the Standing Committee on Banking and Commerce, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

WEDNESDAY, 5th December, 1906.

The Committee on Banking and Commerce, beg leave to make their First Report, as follows:—

Your Committee recommend that their quorum be reduced to nine (9) members.

All which is respectfully submitted.

WM. GIBSON,

*Acting Chairman.*

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. King, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

WEDNESDAY, 5th December, 1906.

The Committee on Railways, Telegraphs and Harbours, beg leave to make their First Report, as follows:—



Your Committee recommend that their quorum be reduced to nine (9) members, All which is respectfully submitted.

J. P. B. CASGRAIN,  
*Chairman.*

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

WEDNESDAY, 5th December, 1906.

The Standing Committee on Miscellaneous Private Bills have the honour to make their First Report.

Your Committee recommend that their quorum be reduced to seven (7) members. All which is respectfully submitted.

H. J. CLORAN,  
*Chairman.*

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Ferguson called the attention of the Government to an Address passed by the Legislative Assembly of British Columbia on the 12th of March last, urging the Government of Canada to establish life-saving appliances on the west coast of Vancouver Island; and inquired of the Government if any action has been taken by the Government in providing such life-saving appliances.

Debated.

The Honourable Mr. Ferguson called the attention of the House to the serious loss of life caused by the recent wreck of several vessels on the north coast of Prince Edward Island, and to the absence of life-saving appliances in that locality; and inquired of the Government if they intend taking action to provide absolutely necessary facilities to aid in the preservation of the lives of seamen on that coast.

Debated.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Ferguson, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a copy of all the correspondence exchanged between the Department of Marine and Fisheries, or any person or any company whatsoever on the subject of the stranding at Matane of the steamer *Kensington*, as well as of the inquiry which has been made into this subject and of the judgment rendered by the commissioner making the inquiry.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Order of the Day being read for the third reading of the Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French version thereof."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (E) intituled: "An Act respecting a certain Treaty between Canada and Japan," was read a second time.

With leave of the Senate,

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the Rules 24*a*, 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read at length at the Table.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the second reading of the Bill (A) intituled: "An Act to amend the Naturalization Act."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (D) intituled: "An Act to amend an Act respecting Commercial Treaties affecting Canada," was read a second time.

With leave of the Senate,

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the Rules 24*a*, 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read at length at the Table.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 6th December, 1906

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Macdonald (P.E.I.),	Power,
Baker,	Davis,	Mackay (Alma),	Robertson,
Béique,	De Veber,	MacKeen,	Ross (Moosejaw),
Bernier,	Domville,	McDonald	Ross (Halifax),
Bolduc,	Douglas,	(Cape Breton),	Roy,
Boucherville, de	Edwards,	McGregor,	Scott,
(C.M.G.),	Ellis,	McHugh,	Shehyn,
Bowell	Ferguson,	McKay (Truro),	Sullivan,
(Sir Mackenzie),	Fiset,	McLaren,	Talbot,
Carling (Sir John),	Gibson,	McMillan,	Thibaudeau
Cartwright	Godbout,	McMullen,	(Rigaud),
(Sir Richard),	Jaffray,	McSweeney,	Thibaudeau
Casgrain	Jones,	Merner,	(de la Vallière),
(Windsor),	Kerr,	Mitchell,	Watson,
Casgrain	King,	Montplaisir,	Wilson,
(de Lanaudière),	Kirchhoffer,	Owens,	Wood,
Choquette,	Landry,	Perley,	Yeo,
Cloran,	Legris,	Poirier,	Young.
Coffey,	Lougheed,		

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. McMullen,—Of the St. Mary's and Western Ontario Railway Company.

By the Honourable Mr. Mitchell,—Of the George E. Smith Lumber Company.

By the Honourable Mr. Jaffray,—Of the British America Assurance Company; and

By the Honourable Mr. Bernier, for the Honourable Mr. Forget,—Of the Royal Victoria Life Insurance Company.

Pursuant to the Order of the Day, the following Petition was read:—

Of William A. Damen, praying for the passing of an Act to extend the period of duration of certain letters patent for improvements to rubber tires for bicycles.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—Return to an Address of the Senate, dated the 5th June, 1906, for:—

1. A copy of the petitions signed by the citizens of Quebec protesting against the choice of the place where Sir Charles Ross has built his rifle factory.

2. A copy of the petitions sent by certain persons asking the Government to increase the land placed at the disposition of Sir Charles Ross.

3. A copy of the plan of the land leased by the Government to Sir Charles Ross for the purposes of his rifle factory.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 98.)*

Also, return to the Senate of Orders in Council which have been published in the *Canada Gazette*, between 20th January and 1st December, 1906, in accordance with the provisions of clause 91 of the Dominion Lands Act, chap. 54, of the Revised Statutes of Canada and its amendments.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 59.)*

Also, return to the Senate of Orders in Council which have been published in the *British Columbia Gazette*, between the 30th January and 1st December, 1906, in accordance with the provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the Province of British Columbia.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 58.)*

Also, return to the Senate of Orders in Council, under the provisions of section 52 of the Northwest Irrigation Act.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 57.)*

And also, return to the Senate of Orders in Council passed under the provisions of the Dominion Lands Act, affecting lands in the Yukon Territory; and of Orders or Ordinances passed under the provisions of section 8 of the Yukon Territory Act, as that section was enacted by section 3 of chapter 34, 2 Edward VII.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 56.)*

The Order of the Day being read for the third reading of the Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French version thereof."

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the said Bill be now read a third time.

The Honourable Mr. Béique moved in amendment, seconded by the Honourable Mr. David,

That the said Bill be not now read a third time, but that it be referred back to a Committee of the Whole for further consideration.

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The House, according to Order, was adjourned during pleasure, and again put into a Committee of the Whole on the said Bill.

*(In the Committee.)*

The third section was reconsidered and amended, as follows:—

Page 1, line 7.—After "1906" insert "being as contained in the roll mentioned in section 1 of the Act 3 Edward VII., chapter 61."

Page 1, lines 7 and 8.—Leave out "ratified and."

Page 1, line 8.—The words “and to have had” left out were restored.

The fourth section was reconsidered and the words “and to have been” left out were restored.

The tenth section was reconsidered and amended, as follows:—

Page 3, line 15.—Leave out “translate” and insert “revise the French version of.”

Page 3, line 16.—Leave out “into the French language.”

Page 3, line 17.—Leave out “translation” and insert “revision.”

Page 3, line 20.—Leave out “translation” and insert “revision.”

Page 3, line 23.—After “to” insert “have superseded the French version of the roll mentioned in section 1 of the Act 3 Edward VII., chapter 61, and to.”

The following was added to the Bill as section 14:—

“14. The preamble of the Act respecting the Revised Statutes of Canada, 3 Edward VII., chapter 61, shall be read as having included and shall be deemed to have always included the words ‘and the Revised Statutes of 1886,’ immediately after the words ‘1886’ in the fourth line thereof.

It was moved that the following be added at the end of the fifteenth section:—

“If the final revision of the French roll has taken place, and if not, on proclamation by the Governor General in Council after such revision has taken place.”

The question being put thereon, it was resolved in the negative.

After some time the House was resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several further amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That the said amendments be now agreed to.

On the question being put,

The Honourable Mr. Landry raised the point of order that the consideration of said amendments required one day’s notice.

His Honour the Speaker ruled that the point of order was not well taken as it had been agreed that the recommittal of the Bill would not interfere with its third reading presently.

The question being again put,

The said further amendments were agreed to.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That the said Bill be now read a third time.

The Honourable Mr. Landry in amendment moved, seconded by the Honourable Mr. Ferguson,

That the said Bill be not now read a third time, but that it be referred back to a Committee of the Whole with instructions to add the following amendment at the end of clause 15: “if the final revision of the French roll has taken place and if not on proclamation by the Governor General in Council after such revision has taken place.”

The question of concurrence being put on the motion in amendment to the main motion, the House divided, and the names being called for, they were taken down as follows:—

#### CONTENTS:

##### Honourable Messieurs:

Baker,  
Bernier,  
Bolduc,  
Boucherville, de  
(C.M.G.),

Casgrain (Windsor), David,  
Casgrain Fergusson,  
(de Lanaudière), Godbout,  
Choquette, Landry,

Legris,  
Montplaisir,  
Perley,  
Poirier and  
Shehyn—16.

## NON-CONTENTS:

## Honourable Messieurs:

Baird,	Jones,	McSweeney,	Scott,
Béique,	Kerr,	Mitchell,	Talbot,
Coffey,	King,	Power,	Watson,
DeVeber,	Macdonald (P.E.I.),	Robertson,	Wilson,
Douglas,	McGregor,	Ross (Moosejaw),	Yeo and
Ellis,	McKay (Truro),	Ross (Halifax),	Young.—27.
Jaffray,	McMullen,	Roy,	

So it was resolved in the negative.

The question of concurrence being again put on the main motion, the same was, on the same division reversed, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House, that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (A) intituled: "An Act to amend the Naturalization Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The House, according to Order, proceeded to the consideration of the First Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson,

The said Report was adopted.

Then on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 7th December, 1906.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs.

Baird,	Coffey,	Lougheed,	Poirier,
Baker,	David,	Macdonald (P.E.I.),	Power,
Béique,	Davis,	MacKeen,	Robertson,
Bernier,	De Veber,	McDonald,	Ross (Moosejaw),
Bolduc,	Domville,	(Cape Breton),	Ross (Halifax),
Boucherville, de	Edwards,	McGregor,	Roy,
(C.M.G.),	Ellis,	McHugh,	Scott,
Bowell	Ferguson,	McKay (Truro),	Shehyn,
(Sir Mackenzie),	Fiset,	McLaren,	Sullivan,
Carling (Sir John),	Gibson,	McMillan,	Talbot,
Cartwright	Godbout,	McMullen,	Thibaudeau
(Sir Richard),	Jaffray,	McSweeney,	(Rigaud),
Casgrain	Jones,	Merner,	Watson,
(Windsor),	Kerr,	Mitchell,	Wilson,
Casgrain	King,	Montplaisir,	Wood,
(de Lanaudière),	Kirchhoffer,	Owens,	Yeo,
Choquette,	Landry,	Perley	Young.
Cloran,	Legris,		

PRAYERS.

With leave of the Senate,

The Honourable Mr. Perley moved, seconded by the Honourable Mr. Choquette, That when the Senate adjourns to-day, it do stand adjourned until Wednesday, the 16th January next, at 8 o'clock in the evening.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Edwards,—Of the Central Counties Railway Company.

By the Honourable Mr. Young,—Of Charles Laurendeau, K.C., and others of the City of Montreal.

By the Honourable Mr. Lougheed,—Of George W. Morfitt, and others of the City of Calgary, in the Province of Alberta.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Thomas F. Johnson and others, of the City of London; praying to be incorporated as the National Accident and Guarantee Company of Canada.

Of the Orford Mountain Railway Company; praying for the passing of an Act extending the time for the completion of their authorized lines of railway.

Of the Dominion Central Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their lines of railway.

Of the Dominion Fire Insurance Company; praying for the passing of an Act amending their Act of Incorporation.

Of the Brockville, Westport and Northwestern Railway Company; praying for the passing of an Act extending the time for the commencement and completion of certain extensions of their railway.

Of the Quebec Bridge and Railway Company; praying for the passing of an Act increasing the number of their directors to not more than twelve.

Of Edward Eugene Gleason and others; praying to be incorporated as the Masonic Protective Association of Canada.

Of the Women's Art Association of Canada; praying to be incorporated by an Act of the Parliament of Canada; and

Of the Canada Central Railway Company; praying for legislation extending the time for the commencement and completion of their lines of railway and giving them power to amalgamate with other companies.

The Honourable Mr. McMullen presented to the Senate a Bill (F) intituled: "An Act to amend the Conciliation Act, 1900."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday, the sixteenth day of January next.

The Honourable Mr. McDonald (Cape Breton) moved, seconded by the Honourable Mr. McMullen,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence respecting a site or sites for a public building in the Town of Glace Bay, N.S., between any member of the Government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the Government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The House, according to Order, proceeded to the consideration of the Report of the Joint Librarians of Parliament.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The House, according to order, was adjourned during pleasure, and put into a Committee of the Whole on the Bill (A) intituled: "An Act to amend the Naturalization Act,"

*(In the Committee.)*

Title read and postponed.

Sections one to six, inclusive, were severally read and agreed to.

Forms 1 and 2 of the Schedule were read and agreed to.

Form 3 was amended by substituting "3" for "2" in the eleventh line thereof.

Form 4 was amended by substituting "third" for "second" in the fourth line, and by substituting "fourth" for "third" in the eighth line thereof.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Wood, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and



The said amendments were then read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be now agreed to.

With leave of the Senate,

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the Rules 24, 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

THURSDAY, 6th December, 1906.

Resolved, That a Message be sent to the Senate informing their Honours that this House has appointed Messieurs: Aylesworth, Bourassa, Bristol, Brodeur, Calvert, Pardee, Laurier (Sir Wilfrid), Knowles, Grant, Smith (Nanaimo), Foster, Bergeron, Stockton, Lemieux and Monk, to assist Mr. Speaker in the direction of the Library of Parliament, so far as the interests of this House are concerned, and to act as members of a Joint Committee of both Houses on the Library.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

THURSDAY, 6th December, 1906.

Resolved, That a Message be sent to the Senate, requesting that their Honours will unite with this House in the formation of a Joint Committee of both Houses on the subject of the Printing of Parliament, and that the members of the Select Standing Committee on Printing, viz.: Messieurs Bergeron, Bristol, Cyr, Dymont, Gervais, Henderson, Hughes (Victoria), Johnston, Lavergne (Drummond and Arthabaska), Logan, Maclean (York, South), Macpherson, McColl, Martin (Montreal, St. Mary's), Oliver, Pardee, Parmelee, Roche (Marquette), Ross (Yale-Cariboo), Smith (Oxford), Smith (Wentworth), Taylor, Tisdale and Verville, will act as members, on the part of this House, of the said Joint Committee on the Printing of Parliament.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Wednesday, the sixteenth day of January next, at eight o'clock in the evening.

Wednesday, 16th January, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Domville,	MacKeen,	Riley,
Baker,	Ellis,	McDonald	Ross (Moosejaw),
Beique,	Ferguson,	(Cape Breton),	Ross (Halifax),
Bernier,	Fiset,	McGregor,	Ross (Middlesex),
Bolduc,	Gibson,	McHugh,	Roy,
Bowell	Godbout,	McKay (Truro),	Scott,
(Sir Mackenzie),	Hingston	McLaren,	Shehyn,
Casgrain	(Sir William, Kt.),	McMillan,	Sullivan,
(de Lanaudière).	Jaffray,	McMullen,	Talbot,
Choquette,	Kirchhoffer,	Mitchell,	Tessier,
Cloran,	Landry,	Montplaisir,	Thibaudeau
Coffey,	Legris,	Owens,	(de la Vallière),
Costigan,	Lovitt,	Poirier,	Wilson,
David,	Macdonald (P.E.I.),	Power,	Yeo.
Davis,	Mackay (Alma),		

PRAAYERS.

The Honourable the Speaker informed the Senate that the Clerk had received certificates from the Secretary of State, showing that the Honourable Messieurs Costigan, Ross, Beith and Gillmor have been summoned to the Senate.

Ordered, That the same be placed upon the Journals, and they are as follows:—

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 15th January, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date the fifteenth day of January, one thousand nine hundred and seven, the Honourable John Costigan, of the Town of Edmundston, in the Province of New Brunswick, a Member of the King's Privy Council for Canada, as a Member of the Senate and a Senator for the Province of New Brunswick.

R. W. SCOTT,

*Secretary of State.*

[L.S.]

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 15th January, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date the fifteenth day of January, one thousand nine hundred and seven, George

William Ross, of the City of Toronto, in the Province of Ontario, Esquire, as a Member of the Senate and a Senator for the Province of Ontario.

R. W. SCOTT,  
*Secretary of State.*

[L.S.]

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,  
OTTAWA, 15th January, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date the fifteenth day of January, one thousand nine hundred and seven, Robert Beith, of the Town of Bowmanville, in the Province of Ontario, Esquire, as a Member of the Senate and a Senator for the Province of Ontario.

R. W. SCOTT,  
*Secretary of State.*

[L.S.]

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,  
OTTAWA, 15th January, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date the fifteenth day of January, one thousand nine hundred and seven, Daniel Gillmor, of the Town of St. George, in the Province of New Brunswick, Esquire, as a Member of the Senate and a Senator for the Province of New Brunswick.

R. W. SCOTT,  
*Secretary of State.*

[L.S.]

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable John Costigan was introduced between the Honourable Messieurs Scott and Coffey.

The Honourable Mr. Costigan presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and

Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved the Honourable John Costigan, of the Town of Edmundston, in our Province of New Brunswick, in our Dominion of Canada, a Member of our Privy Council for Canada—

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and

arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this fifteenth day of January, in the Year of Our Lord One Thousand Nine Hundred and Seven, and in the Sixth Year of Our Reign.

By command,  
R. W. SCOTT,  
Secretary of State.

Whereupon the Honourable Mr. Costigan came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Costigan, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable George William Ross was introduced between the Honourable Messieurs Scott and Jaffray.

The Honourable Mr. Ross presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and  
Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved George William Ross, Esquire, L.L.D., of the City of Toronto, in our Province of Ontario, in our Dominion of Canada—

## GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander in Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this Fifteenth day of January, in the year of Our Lord One Thousand Nine Hundred and Seven, and in the Sixth Year of Our Reign.

By command,  
R. W. SCOTT,  
Secretary of State.

Whereupon the Honourable Mr. Ross came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chappleau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Ross, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker presented to the Senate,—The accounts and vouchers of the Clerk of the Senate for the fiscal year ended 30th June, 1906.  
Ordered, That the same do lie on the Table.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Gibson,—Of the Erie and Ontario Development Company; of the Jordan Light, Heat and Power Company.

By the Honourable Mr. Gibson, for the Honourable Mr. Edwards,—Of Frank Fairleigh Parkins and others, of the City of Montreal, and others of elsewhere.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the St. Mary's and Western Ontario Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the George E. Smith Lumber Company; praying for legislation extending the duration of certain patents of invention relating to sawmills.

Of the British America Insurance Company; praying for legislation confirming and validating certain by-laws relating to the Capital Stock and Preference Stock of the said company.

Of the Royal Victoria Life Insurance Company; praying for legislation in relation to the subscribed stock of the company, and empowering them by by-law to issue preference shares under certain conditions.

Of the Central Counties Railway; praying for legislation authorizing an issue of bonds or other securities (secured by mortgage) for certain purposes of the company and for extending the time for the completion of their line of railway.

Of Charles Laurendeau, K.C., and others, of the City of Montreal; praying to be incorporated as the Ontario and Quebec Railway Ferry Company; and

Of George W. Morfitt and others, of the City of Calgary, in the Province of Alberta; praying to be incorporated as the Northwestern Trusts and Loan Company.

The Honourable Mr. Scott, Secretary of State, informed the Senate that he had received a Message from His Excellency the Governor General, under his Sign Manual, which His Excellency had commanded him to deliver to the Senate.

The same was then read by the Clerk, and it is as follows:—

*Honourable Gentlemen of the Senate:*

I thank you very sincerely for the Address which you have adopted in reply to the Speech from the Throne.

GREY.

GOVERNMENT HOUSE,

OTTAWA, 18th December, 1906.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—Account of the average number of men employed on the Dominion Police Force during each month of the year 1906, and of their pay and travelling expenses, under Revised Statutes of Canada, Chap. 184, Section 5.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 75.)*

Also, a return to an Address of the Senate, dated the 19th June, 1906, for copies of all correspondence between the Imperial authorities and the Government of Canada relating to the uniform to be worn upon state occasions by Privy Councillors of the Cabinet, Privy Councillors not of the Cabinet, Deputy Heads of Departments, and by any other of the Government officials.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 106.)*

Also, a return to an Address of the Senate dated the 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the Town of Glace Bay, N.S., between any member of the Government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the Government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 107.)*

Also, a return to an Address of the Senate, dated the 5th December, 1906, for a copy of all the correspondence exchanged between the Department of Marine and Fisheries, or any person or any company whatsoever on the subject of the stranding at Matane of the steamer *Kensington*, as well as of the inquiry which has been made into this subject and of the judgment rendered by the commissioner making the inquiry.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers No. 108.*)

Also, a return to an Address of the Senate, dated the 28th November, 1906, for a return of imports of oxide of aluminum for the years 1903, 1904, 1905 and to date, 1906, with values.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers No. 109.*)

Also, a return to an order of the Senate, dated the 28th November, 1906, for a return of aluminum exported for the years 1903, 1904, 1905 and to date, 1906, with values.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers No. 109a.*)

With leave of the Senate,

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid before this House a statement showing: The tenders called for the supply of sleepers for any part whatsoever of the Transcontinental Railway by the Commissioners of the Transcontinental Railway.

Who are the tenderers.

What are the prices asked by each of them.

Who obtained the contract.

At what price and for what quantity.

Has the contractor begun the execution of his contract.

What quantity has he delivered up to this date.

To whom and at what place.

What amount of money has he received in payment.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Order of the Day being read for the second reading of Bill (C) intituled: "An Act to amend the Criminal Code, 1892,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday, the 30th instant.

The Order of the Day being read for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900,"

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), in was

Ordered, That the same be postponed until Wednesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Thursday, 17th January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Domville,	MacKeen	Robertson,
Baker,	Edwards,	McDonald	Ross (Moosejaw),
Béique,	Ellis,	(Cape Breton),	Ross (Halifax),
Bernier,	Ferguson,	McGregor,	Ross (Middlesex),
Bolduc,	Fiset,	McHugh,	Roy,
Bowell,	Gibson	McKay (Truro),	Scott,
(Sir Mackenzie),	Godbout,	McLaren,	Shehyn,
Cartwright	Hingston	McMillan,	Sullivan,
(Sir Richard),	(Sir William, Kt.),	McMullen,	Talbot,
Casgrain	Jaffray,	McSweeney,	Tessier,
(de Lanaudière),	Kerr,	Miller,	Thibaudeau
Choquette,	Kirchhoffer,	Mitchell,	(de la Vallière),
Cloran,	Landry,	Montplaisir,	Watson,
Coffey,	Legris,	Owens,	Wilson,
Costigan,	Lougheed,	Perley,	Yeo,
David,	Lovitt,	Poirier,	Young.
Davis,	Macdonald (P.E.I.),	Power,	
De Veber,	Mackay (Alma),	Riley,	

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. McMullen, for the Honourable Mr. Douglas,—Of the Manitoba and Northwestern Railway Company.

By the Honourable Mr. Tessier,—Of the Témiscouata Railway Company.

By the Honourable Mr. Owens,—Of the Montréal Corn Exchange Association.

By the Honourable Mr. Watson,—Of Robert D. Fletcher and others, of the City of Winnipeg, in the Province of Manitoba; of James E. Shields, of Regina, in the Province of Saskatchewan, and others of elsewhere; of George A. Keiffer, and others, of the City of Montreal.

By the Honourable Mr. Béique,—Of the Quebec, Montreal and Southern Railway Company.

By the Honourable Mr. Choquette,—Of Joseph Ulric Vincent and others, of the City of Ottawa, in the Province of Ontario; of J. M. Lavoie and others, of the City of Ottawa, in the Province of Ontario.

By the Honourable Mr. Choquette, for the Honourable Mr. Bostock,—Of the Midway and Vernon Railway Company.

By the Honourable Mr. Roy,—Of the Indian River Railway Company.

By the Honourable Mr. Sullivan,—Of Charles A. Stone and others, of the City of Toronto; of James M. Sinclair and others, of the City of Toronto, all in the Province of Ontario.

By the Honourable Mr. Coffey,—Of the Grand Valley Railway Company.



By the Honourable Mr. Gibson,—Of the Hamilton Radial Electric Railway Company.

By the Honourable Mr. Casgrain (de Lanaudière),—Of Thomas Côté, of the City of Montreal, and others of elsewhere.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That an Order of the Senate do issue for copies of the contracts for the carrying of His Majesty's mails between Canada and the United Kingdom, as also, of all correspondence had between the Honourable the Postmaster General or any Member of the Government or any officer thereof and the Allan Steamship Company or any officer thereof, or any other corporation or person, since the 30th day of June last, with respect to the carrying and landing of the said mails during the portion of the year when the navigation of the St. Lawrence is not open.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk, to return the Bill (B) intituled: "An Act respecting the Revised Statutes, 1906, and to provide for the French Version thereof," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate:—

The said amendments were then read by the Clerk, and they are as follows:—

Page 1, line 7.—Leave out from "1906" to "61" in line 9.

Page 1, line 10.—After the first "the" insert "thirty."

Page 3, line 26.—Leave out "translators to revise" and insert "persons to prepare."

Page 3, line 27.—Leave out "the translators" and insert "they."

Page 3, line 28.—Leave out "revision" and insert "version."

Page 3, line 31.—Leave out "revision" and insert "version."

Page 3, line 34.—Leave out all from "deemed" to "and" in line 36.

Page 4, line 14.—Leave out "14" and insert "16."

Page 4, line 19.—Leave out "15" and insert "14."

Page 4, line 20. Leave out "16" and insert "15," and after "the" insert "thirty."

Page 4.—In the sub-heading preceding section 17 after "legislation" insert "corrected and."

Page 4, line 22.—Leave out "17" and insert "16 (2)."

Page 4, line 22.—After "the" insert "last mentioned," and leave out from "Act" to "61" in line 23.

*In the Title.*

Leave out from "1906" to the end of the Title.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be taken into consideration by the Senate on Wednesday next.

A Message was brought from the House of Commons by their Clerk, to return the Bill (E) intituled: "An Act respecting a certain Treaty between Canada and Japan," and to acquaint the Senate that they have passed the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (A) intituled: "An Act to amend the Naturalization Act," and to acquaint the Senate that they have passed the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (D) intituled: "An Act to amend an Act respecting Commercial Treaties affecting Canada," and to acquaint the Senate that they have passed the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (3) intituled: "An Act in amendment of the Railway Act, 1903," to which they desire the concurrence of this House.

The said Bill was read a first time.

A Message was brought from the House of Commons by their Clerk with a Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903," to which they desire the concurrence of this House.

The said Bill was read a first time.

The Right Honourable Sir Richard Cartwright presented to the Senate a Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Béique presented to the Senate a Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Civil Service List of Canada, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 30.)*

Also, Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended June 30, 1906, Part I. Excise, &c.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 12.)*

Also, Report of the Minister of Justice as to Penitentiaries of Canada for the year ended June 30, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 34.)*

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 18th January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	D'omville,	MacKeen,	Riley,
Baker,	Edwards,	McDonald	Robertson,
Béique,	Ellis,	(Cape Breton),	Ross (Middlesex),
Bernier,	Ferguson,	McGregor,	Ross (Moosejaw),
Bolduc,	Fiset,	McHugh,	Ross (Halifax),
Boucherville, de	Gibson,	McKay (Truro),	Roy,
(C.M.G.),	Godbout,	McLaren,	Scott,
Bowell	Hingston	McMillan,	Shehyn,
(Sir Mackenzie),	(Sir William, Kt.),	McMullen,	Sullivan,
Cartwright	Jaffray,	McSweeney,	Talbot,
(Sir Richard),	Kerr,	Miller,	Tessier,
Casgrain	Kirchhoffer,	Mitchell,	Thibaudeau
(de Lanaudière),	Landry,	Montplaisir	(de la Vallière),
Choquette,	Legris,	Owens,	Watson,
Cloran,	Lougheed,	Perley,	Wilson,
Coffey,	Lovitt,	Poirier,	Yeo,
David,	Macdonald (P.E.I.),	Power,	Young.
De Veber,			

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Ross (Moosejaw).—Of John Alexander McDougall and others, of Dawson City, in the Yukon Territory.

By the Honourable Mr. Fiset.—Of the Atlantic, Quebec and Western Railway Company.

By the Honourable Mr. DeVeber.—Of Henry Roy and others, provisional directors of the Crawford Bay and St. Mary's Railway Company.

By the Honourable Mr. Mitchell.—Of Hector Pinel, of the City of Montreal, in the Province of Quebec. (Divorce Petition.)

By the Honourable Mr. Perley.—Of George W. Hadley, of the City of Brandon, in the Province of Manitoba. (Divorce Petition.)

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the Erie and Ontario Development Company, Limited; praying for the passing of an Act confirming a certain agreement of amalgamation with the Jordan Light, Heat and Power Company, and extending the time for the construction of their proposed works, and for other purposes.

Of the Jordan Light, Heat and Power Company; praying for the passing of an Act confirming an agreement of amalgamation with the Erie and Ontario Development

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Company, Limited, changing its name to the Jordan-Erie Power Company, extending the time for the construction of their proposed works, and for other purposes.

Of Frank Fairleigh Parkins and others, of the City of Montreal and elsewhere; praying to be incorporated as the Travellers' Indemnity Company of Canada.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That pending further Order, when the Senate adjourns on Fridays it do stand adjourned until the following Tuesday, at eight o'clock in the evening.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at eight o'clock in the evening.

Tuesday, 22nd January, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Domville,	Mackay (Alma),	Robertson,
Baker,	Douglas,	MacKeen,	Ross (Middlesex),
Béique,	Edwards,	McDonald	Ross (Moosejaw),
Beith,	Ellis,	(Cape Breton),	Ross (Halifax),
Bernær,	Ferguson,	McGregor,	Roy,
Bolduc,	Fiset,	McHugh,	Scott,
Boucherville, de	Gillmor,	McKay (Truro),	Sullivan,
(C.M.G.),	Godbout,	McLaren,	Talbot,
Casgrain	Hingston	McMillan,	Tessier,
(de Lanaudière),	(Sir William, Kt.),	McMullen,	Thibaudeau
Choquette,	Jaffray,	McSweeney,	(Rigaud),
Cloran,	Kerr,	Miller,	Thibaudeau
Coffey,	Kirchhoffer,	Montplaisir,	(de la Vallière),
Comeau,	Landry,	Owens,	Thompson,
Costigan,	Legris,	Perley,	Watson,
David,	Lougheed,	Poirier,	Wilson,
Davis,	Lovitt,	Power,	Yeo,
De Veber,	Macdonald (P.E.I.),	Riley,	Young.

PRAYERS.

The Honourable the Speaker informed the Senate that the Clerk had received a certificate from the Secretary of State, showing that the Honourable Mr. Comeau had been summoned to the Senate.

Ordered, That the same be placed upon the Journals, and it is as follows:—

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,  
OTTAWA, 17th January, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date of the fifteenth day of January, one thousand nine hundred and seven, the Honourable Ambroise Hilaire Comeau, of the Village of Metaghan River, in the Province of Nova Scotia, as a member of the Senate and a Senator for the Province of Nova Scotia.

R. W. SCOTT,  
*Secretary of State.*

[L.S.]

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable Robert Beith was introduced between the Honourable Messieurs Scott and Douglas.

The Honourable Mr. Beith presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and  
Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Robert Beith, Esquire, of the Town of Bowmanville, in our Province of Ontario, in our Dominion of Canada—

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this fifteenth day of January, in the Year of Our Lord One Thousand Nine Hundred and Seven, and in the Sixth Year of Our Reign.

By command,  
R. W. SCOTT,  
Secretary of State.

Whereupon the Honourable Mr. Beith came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Beith, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable Daniel Gillmor was introduced between the Honourable Messieurs Scott and Ellis.

The Honourable Mr. Gillmor presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and

Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved Daniel Gillmor, Esquire, of the Town of St. George, in our Province of New Brunswick, in our Dominion of Canada—

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this fifteenth day of January, in the Year of Our Lord One Thousand Nine Hundred and Seven, and in the Sixth Year of Our Reign.

By command,

R. W. SCOTT,

Secretary of State.

Whereupon the Honourable Mr. Gillmor came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting

forth that the Honourable Mr. Gillmor, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable Ambroise Hilaire Comeau was introduced between the Honourable Messieurs Scott and Lovitt.

The Honourable Mr. Comeau presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and  
Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved the Honourable Ambroise Hilaire Comeau, of the Village of Metaghan River, in our Province of Nova Scotia, in our Dominion of Canada—

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do command you, that all difficulties and excuses whatsoever laying aside, you be and appear, for the purposes aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in the City of Ottawa, this fifteenth day of January, in the Year of Our Lord One Thousand Nine Hundred and Seven, and in the Sixth Year of Our Reign.

By command,

R. W. SCOTT,

Secretary of State.



Whereupon the Honourable Mr. Comeau came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapleau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Comeau, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Fiset,—Of John Hall Kelly, of New Carlisle, and others of elsewhere, in the Province of Quebec.

By the Honourable Mr. Power,—Of Joseph Riopelle and others, of the City of Ottawa, in the Province of Ontario.

By the Honourable Mr. Coffey,—Of Daniel Gallery, of the City of Montreal, and others of elsewhere.

By the Honourable Mr. Davis,—Of Frederick H. Markey, of the City of Montreal, and others of elsewhere.

By the Honourable Mr. Watson, for the Honourable Mr. Bostock,—Of James B. MacDonald, of the City of Winnipeg, in the Province of Manitoba, and others of elsewhere; of Henry Blitz, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere.

By the Honourable Mr. Tessier,—Of the Quebec Oriental Railway Company.

By the Honourable Mr. David,—Of the Accident and Guarantee Company of Canada.

By the Honourable Mr. Lougheed,—Of the British Columbia Electric Railway Company, Limited; of the Canadian Pacific Railway Company, and the Vancouver and Lulu Island Railway Company.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the Manitoba and Northwestern Railway Company; praying for the passing of an Act authorizing them to construct, acquire and operate a line from a point at or near Bredenburg, on its main line, to a point northeasterly at or near Kamsack, in the Province of Saskatchewan.

Of the Témiscouata Railway Company; praying for the passing of an Act granting the company additional powers.

Of the Montreal Corn Exchange; praying for the passing of an Act to enlarge the Welland Canal, in so doing to facilitate the transportation of grain to eastern markets and for other purposes.

Of Robert D. Fletcher and others, of the City of Winnipeg, in the Province of Manitoba; praying for the passing of an Act incorporating them as the Manitoba Radial Railway Company.

Of Jas. S. Shields, of Regina, in the Province of Saskatchewan, and others of elsewhere; praying for the passing of an Act incorporating them under the name of the Western Rivers Improvement Company.

Of George A. Keiffer and others, of Montreal, in the Province of Quebec; praying for the passing of an Act incorporating them as the Prudential Savings Society.

Of the Quebec, Montreal and Southern Railway Company; praying for the passing of an Act empowering them to construct and operate a line from a point at or near the Village of Contrecoeur, in the County of Verchères, to a point at or near the Parish of Yamaska, in the County of Yamaska.

Of Joseph Ulric Vincent and others, of the City of Ottawa, in the Province of Ontario; praying for the passing of an Act incorporating them as the St. Joseph Transportation Company.

Of J. M. Lavoie and others, of the City of Ottawa, in the Province of Ontario; praying for the passing of an Act incorporating them as the Stratford and Saint Joseph Radial Railway Company.

Of the Midway and Vernon Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the Indian River Railway Company; praying for the passing of an Act extending the time for the construction of their proposed railway.

Of Charles A. Stone and others, of the City of Toronto, in the Province of Ontario; praying to be incorporated as the Manufacturers' Bank of Canada.

Of James M. Sinclair and others, of the City of Toronto, in the Province of Ontario; praying to be incorporated as the Residential Fire Insurance Company.

Of the Grand Valley Railway Company; praying for the passing of an Act authorizing them to build and operate a line from a point in the City of Woodstock to the City of London.

Of the Hamilton Radial Electric Railway Company; praying for the passing of an Act increasing the powers which they already have under their charter, and for other purposes.

Of Thomas Côté and others, of the City of Montreal, in the Province of Quebec; praying for the passing of an Act incorporating them as the Canadian Musical and Dramatic Association (Limited).

Of John Alexander McDougall, of the City of Dawson, in the Yukon Territory, and others of elsewhere; praying to be incorporated as the Alsek and Yukon Railway Company.

Of the Atlantic, Quebec and Western Railway Company; praying for the passing of an Act amending Chapter 81, 3 Edward VII., authorizing the said company to acquire by private or judicial sale, or lease, and to operate or manage the Atlantic and Lake Superior and Baie des Chaleurs Railway, &c., &c., and for other purposes.

Of Henry Roy and others, provisional directors of the Crawford Bay and St. Mary's Railway Company; praying for the passing of an Act extending the time for the construction of their proposed undertaking and for other purposes.

A Message was brought from the House of Commons by their Clerk, with a Bill (14) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (10) intituled: "An Act respecting a patent of the George E. Smith Lumber Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (9) intituled: "An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Thursday next.

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A Message was brought from the House of Commons by their Clerk, with a Bill (8) intituled: "An Act respecting patents of William A. Damen," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a second time on Thursday next.

The Order of the Day being read for the Second Reading of the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Wednesday, 23rd January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	Macdonald (P.E.I.),	Robertson,
Baker,	Domville,	MacKeen,	Ross (Moosejaw),
Béique,	Douglas,	McDonald	Ross (Halifax),
Beith,	Edwards,	(Cape Breton),	Ross (Middlesex),
Bernier,	Ellis,	McGregor,	Roy,
Bolduc,	Ferguson,	McHugh,	Scott,
Boucherville, de	Fiset,	McKay (Truro),	Sullivan,
(C.M.G.),	Gibson,	McLaren,	Talbot,
Cartwright	Gillmor,	McMillan,	Tessier,
(Sir Richard),	Godbout,	McMullen,	Thibaudeau
Casgrain •	Hingston	McSweeney,	(Rigaud),
(de Lanaudière),	(Sir William, Kt.),	Miller,	Thibaudeau
Choquette,	Jaffray,	Mitchell,	(de la Vallière),
Cloran,	Kerr,	Montplaisir,	Thompson,
Coffey,	Kirchhoffer,	Owens,	Watson,
Comeau,	Landry,	Perley,	Wilson,
Costigan,	Legris,	Poirier,	Yeo,
David,	Lougheed,	Power,	Young.
Davis,	Lovitt,	Riley,	

PRAYERS.

The following Petitions were severally brought up. and laid on Table:—

By the Honourable Mr. Baird,—Of Nellie C. Hutchinson, president, and Marion S. Everett, recording secretary, of the United Baptist Women's Missionary Union of the Maritime Provinces.

By the Honourable Mr. David,—Of Albert Frigon and others, of the City of Montreal, in the Province of Quebec.

By the Honourable Mr. Watson,—Of the International Paper Company.

By the Honourable Mr. Gibson,—Of the Grand Trunk Railway Company of Canada (2 Petitions); of M. W. Cowan and others, of the City of Toronto, in the Province of Ontario; of J. H. Burland and others, of the City of Toronto, in the Province of Ontario.

By the Honourable Mr. Davis,—Of Victor Harold Lyon, of the City of Ottawa, in the Province of Ontario. (Divorce Petition.)

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Second Report:

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

## THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY. 23rd January, 1907.

The Standing Committee on Standing Orders have the honour to make their Second Report.

Your Committee have examined the following Petitions, and find that the Rules have been complied with in each case:—

Of the Annuity Company of Canada; praying for the passing of an Act amending their Act of Incorporation.

Of Edgar Webster Summers and Hadley Herbert Summers, of the Cities of Pittsburgh and Portsmouth, in the States of Pennsylvania and Ohio; praying for the passing of an Act authorizing the Commissioner of Patents to receive certain Fees, and for extending the duration of Patent No. 66914.

Of La Banque Nationale; praying for legislation authorizing the conversion of its capital stock from shares of \$30 into shares of \$100, and for other purposes in connection therewith.

Of the Traders Fire Insurance Company, a company incorporated by Letters Patent under the Great Seal of the Province of Ontario; praying to be incorporated by the Parliament of Canada.

Of Wm. Damen, of the City of Toronto; praying for the passing of an Act to extend the period of duration of certain Letters Patent for improvements to rubber tires for bicycles.

Of Thomas F. Johnson and others, of the City of London, in the Province of Ontario; praying to be incorporated as the National Accident and Guarantee Company of Canada.

Of the Women's Art Association of Canada; praying to be incorporated by an Act of the Parliament of Canada.

Of Edward Eugene Gleason and others; praying to be incorporated as the Masonic Protective Association of Canada.

Of the Dominion Fire Insurance Company; praying for the passing of an Act amending, &c., their Act of Incorporation.

Of the Canada Central Railway Company; praying for legislation extending the time for the commencement and completion of their lines of railway, and giving them power to amalgamate with other railway companies.

Of John Alexander McDougall and others, of Dawson, in the Yukon Territory; praying to be incorporated as the Alsek and Yukon Railway Company.

Of George A. Keiffer and others, of Montreal, in the Province of Quebec; praying to be incorporated as the Prudential Savings Society.

Of Joseph Ulric Vincent and others, of the City of Ottawa; praying for the passing of an Act incorporating them as the St. Joseph Transportation Company.

Of J. M. Lavoie and others, of the City of Ottawa; praying for the passing of an Act incorporating them as the Stratford and St. Joseph Radial Railway Company.

Of Thomas Côté and others, of the City of Montreal; praying for the passing of an Act incorporating them as the Canadian Musical and Dramatic Association, Limited.

Of the St. Mary's and Western Ontario Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the George E. Smith Lumber Company; praying for legislation extending the duration of certain patents of invention relating to saw mills.

Of the Royal Victoria Life Insurance Company; praying for legislation in relation to the subscribed stock of the company, and empowering them by by-law to issue preference shares under certain conditions.

Of George W. Morfitt and others, of the City of Calgary, in the Province of Alberta; praying to be incorporated as the Northwestern Trusts and Loan Company.

Of the Jordan Light, Heat and Power Company; praying for the passing of an Act confirming an agreement of amalgamation with the Erie and Ontario Development Company, Limited; changing its name to "The Jordan-Erie Power Company"; extending the time for the construction of their proposed works, and for other purposes; and

Of the Erie and Ontario Development Company, Limited; praying for the passing of an Act confirming a certain agreement of amalgamation with the Jordan Light, Heat and Power Company, and extending the time for construction of their proposed works and for other purposes.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Casgrain (de Lanaudière) presented to the Senate a Bill (I) intituled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Choquette presented to the Senate a Bill (J) intituled: "An Act to incorporate the St. Joseph Transportation Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Choquette presented to the Senate a Bill (K) intituled: "An Act to incorporate the Stratford and St. Joseph Radial Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. McSweeney presented to the Senate a Bill (L) intituled: "An Act respecting the Traders Fire Insurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. David moved, seconded by the Honourable Mr. Fiset,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, a copy of all papers and correspondence having reference to the calling out of militia and to the intervention of the Government in the late strikes and riots in Hamilton and Buckingham.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. de Boucherville,

That an Order of this House do issue for the production before this House of all papers, orders, rules, charges, reports of inquiries, evidence, and judgment rendered, by any council of war or court-martial whatsoever, concerning a soldier of the Ordnance Corps by the name of Téléspore Roy, at Quebec, accused and found guilty of any offence whatsoever, and sentenced on that account to cells and hard labour; together with all documents relating to this matter, before and after the charge and the judgment of the military court; the names of the complainant, of the

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officers who sat on the court-martial, of the defender of the accused, of those who confirmed the judgment; and a copy of the record upon which were based both the judgment of the court-martial and the confirmation by superior authority of the judgment rendered.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900,"

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Wednesday next.

The House, according to Order, proceeded to the consideration of the amendments made by the House of Commons to (Bill B) An Act respecting the Revised Statutes, 1906, and to provide for the French Version thereof.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the said amendments be now agreed to.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Mr. de Boucherville,

That the said amendments be not now agreed to, but that they be agreed to this day six months.

The question of concurrence being put on the motion in amendment, the same was resolved in the negative.

The question of concurrence being then put on the main motion, the same was, on a division, resolved in the affirmative, and it was

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the said amendments made to the said Bill, without any amendment.

The Order of the Day being read for the second reading of the Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Wednesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 24th January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lougheed,	Perley,
Baker,	De Veber,	Lovitt,	Power,
Beith,	Domville,	Macdonald (P.E.I.),	Riley,
Béique,	Douglas,	Mackay (Alma),	Robertson,
Bernier,	Edwards,	MacKeen,	Ross (Moosejaw),
Bolduc,	Ellis,	McDonald	Ross (Halifax),
Boucherville, de	Ferguson,	(Cape Breton),	Ross (Middlesex),
(C.M.G.),	Fiset,	McGregor,	Roy,
Cartwright	Gibson,	McHugh,	Scott,
(Sir Richard),	Gillmor,	McKay (Truro),	Talbot,
Casgrain	Godbout,	McLaren,	Tessier,
(de Lanaudière),	Hingston,	McMillan,	Thompson,
Choquette,	(Sir William, Kt.),	McMullen,	Watson,
Cloran,	Jaffray,	McSweeney,	Wilson,
Coffey,	Kerr,	Miller,	Wood,
Comeau,	Kirchhoffer,	Mitchell,	Yeo,
Costigan,	Landry,	Montplaisir,	Young.
David,	Legris,		

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Watson,—Of Erskine Henry Bronson and others, of the City of Ottawa, in the Province of Ontario.

By the Honourable Mr. Landry,—Of J. B. Gauthier and others, of Cascapedia; of Edmund Nadeau and others, of St. Jules; of Jacques Grenier and others, of the Parish of St. Godfroy, in the County of Bonaventure, all in the Province of Quebec.

By the Honourable Mr. Jaffray,—Of the British American Assurance Company.

By the Honourable Mr. McMullen,—Of Peter Paton, of the Town of Collingwood, and others of elsewhere.

By the Honourable Mr. Coffey,—Of Wilmot D. Matthews and others, of the City of Toronto, in the Province of Ontario.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Joseph Riopelle and others, of the City of Ottawa, in the Province of Ontario; praying for the passing of an Act of Incorporation under the name of the Abitibi and Hudson Bay Railway Company.

Of Daniel Gallery and others, of the City of Montreal, in the Province of Quebec; praying for the passing of an Act removing the Petitioner's disqualification.

Of Frederick H. Markey and others, of the City of Montreal, provisional directors of the Arthabaska Northern Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their line of railway.



Of James B. MacDonald, of the City of Winnipeg, and others of elsewhere; praying for an Act of Incorporation under the name of "The Edmonton, Dunvegan and British Columbia Railway Company."

Of Henry Blitz, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Yukon Central Railway Company.

Of the Quebec Oriental Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the Accident and Guarantee Company of Canada; praying for the passing of an Act authorizing them to change their name to the Royal Accident and Guarantee Company of Canada.

Of the British Columbia Electric Railway Company, Limited; praying for the passing of an Act confirming an agreement between Your Petitioner and the Canadian Pacific Railway Company and Lord Strathcona and others.

Of the Canadian Pacific Railway Company, and the Vancouver and Lulu Island Railway Company; praying for the passing of an Act confirming an agreement made between the Canadian Pacific Railway Company and the Vancouver and Lulu Island Railway Company, the British Columbia Electric Railway Company, Limited, and others.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A return to an Address of the Senate, dated the 16th January, 1907, for a statement showing: The tenders called for the supply of sleepers for any part whatsoever of the Transcontinental Railway by the Commissioners of the Transcontinental Railway.

Who are the tenderers.

What are the prices asked by each of them.

Who obtained the contract.

At what price and for what quantity.

Has the contractor begun the execution of his contract.

What quantity has he delivered up to this date.

To whom and at what place.

What amount of money has he received in payment.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 124.)*

The Honourable Mr. Davis presented to the Senate a Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for meals for travellers."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Casgrain (de Lanaudière) moved, seconded by the Honourable Mr. Kerr,

That in the opinion of the Senate, it is desirable that copies of all public Bills introduced in Parliament be sent to the judges of the Superior Courts throughout Canada.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

With leave of the Senate,

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Tessier,

That a Select Committee composed of the Honourable Messrs. Talbot, Lougheed, Douglas, DeVeber, Landry, Tessier, Wilson, McMullen, Young, Ferguson, Ross (Moosejaw), McGregor, Power, Robertson, Watson, Bernier, Kirchhoffer, Ellis, Thompson,

Perley, Riley, Bostock, Domville, Ross (Middlesex), and the mover, be appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan Watershed, east of the Rocky Mountains, west and east of the Hudson's Bay; comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories.

The Honourable Mr. Power moved in amendment, seconded by the Honourable Mr. Gibson,

That all the words in the motion after "That," to the end of the question; be stricken out, and the following words substituted therefor:—

"in the opinion of the Senate it is desirable that the Government should at the earliest practicable date take steps to secure reliable and accurate information as to those portions of the Provinces of Alberta and Saskatchewan, and the Districts of Keewatin and Ungava as to which such information is not now in their possession."

After Debate,

With leave of the House, the said motion in amendment was withdrawn.

The question of concurrence being then put on the main motion, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (10) intituled: "An Act respecting a patent of the George E. Smith Lumber Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Domville, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (9) intituled: "An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Domville, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (8) intituled: "An Act respecting patents of William A. Damen," was read a second time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Wednesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 25th January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lovitt,	Riley,
Baker,	De Veber,	Macdonald (P.E.I.),	Robertson,
Beith,	Domville,	MacKeen,	Ross (Middlesex),
Béique,	Douglas,	McDonald	Ross (Halifax),
Bernier,	Ellis,	(Cape Breton),	Ross (Moosejaw),
Bolduc,	Ferguson,	McGregor,	Roy,
Boucherville, de	Fiset,	McHugh,	Scott,
(C.M.G.),	Gibson,	McKay (Truro),	Talbot,
Bowell	Gillmor,	McLaren,	Tessier,
(Sir Mackenzie),	Godbout,	McMillan,	Thibaudeau
Cartwright	Hingston	McMullen,	(de La Vallière),
(Sir Richard),	(Sir William),	McSweeney,	Thompson,
Casgrain	Jaffray,	Miller,	Watson,
(de Lanaudière),	Kerr,	Mitchell,	Wilson,
Cloran,	Kirchhoffer,	Montplaisir.	Wood,
Coffey,	Lanary,	Owens,	Yeo,
Comeau,	Legris,	Perley,	Young.
Costigan,	Lougheed,	Power,	

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Young,—Of Thomas Sturgis, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere.

By the Honourable Mr. Watson,—Of the Alberta Central Railway Company.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Nellie C. Hutchinson and Marion S. Everett; praying for the passing of an Act of Incorporation under the name of the United Baptist Woman's Missionary Union of the Maritime Provinces.

Of Albert Frigon and others, of the City of Montreal; praying for an Act of Incorporation under the name of "The Live Stock Insurance Company of Canada (Limited)."

Of the International Paper Company, of the Village of Corinth, in the State of New York, one of the United States of America; praying for the passing of an Act reviving certain patents contained in their Petition, and for sundry other purposes.

Of the Grand Trunk Railway Company of Canada; praying for a certain amendment of their Act of Incorporation.

Of the Grand Trunk Railway Company of Canada; praying for the passing of an Act amending their Superannuation and Provident Fund Act, and for sundry other purposes.

Of M. W. Cowan and others, of the City of Toronto, in the Province of Ontario; praying for the passing of an Act of Incorporation under the name of "The Central Canada Manufacturers Mutual Fire Insurance Company."

Of Tiffany H. Burland and others, of the City of Toronto; praying for the passing of an Act of Incorporation under the name of the Eastern Canada Manufacturers Mutual Fire Insurance Company.

Of Victor Harold Lyon, of the City of Ottawa; praying for leave to present a Petition for the passing of an Act dissolving his marriage with Elizabeth Blanche Lyon.

The Honourable Mr. Gibson presented to the Senate, a Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited," into one corporation, under the name of the Jordan-Erie Power Company.

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Order of the Day being read for the second reading of the Bill (14) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company,"

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (I) intituled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited," was read a second time.

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Bill (J) intituled: "An Act to incorporate the St. Joseph Transportation Company," was read a second time.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (K) intituled: "An Act to incorporate the Stratford and St. Joseph Radial Railway Company," was read a second time.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (L) intituled: "An Act respecting the Traders' Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8,  
THURSDAY, 24th January, 1907.

The Committee on Divorce beg leave to make their First Report, as follows:—

In the matter of the Petition of Osprey George Valentine Spain, praying for the passing of an Act to dissolve his marriage with Mary Beatrice Thresher, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,  
*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Wood, That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at eight o'clock in the evening.

Tuesday, 29th January, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	MacKeen,	Robertson,
Baker,	Douglas,	McDonald	Ross (Middlesex),
Béique,	Edwards,	(Cape Breton)	Ross (Halifax),
Bernier,	Ellis,	McGregor,	Roy,
Bolduc,	Ferguson,	McHugh,	Scott,
Bostock,	Gillmor,	McKay (Truro),	Sullivan,
Bowell	Godbout,	McLaren,	Talbot,
(Sir Mackenzie),	Hingston	McMillan,	Tessier,
Casgrain	(Sir William),	McMullen,	Thibaudeau
(de Lanaudière),	Jaffray,	McSweeney,	(de La Vallière),
Choquette,	Kerr,	Miller,	Thibaudeau
Cloran,	Kirchhoffer,	Mitchell,	(Rigaud),
Coffey,	Landry,	Montplaisir,	Thompson,
Comeau,	Legris,	Owens,	Watson,
Costigan,	Lougheed,	Perley,	Wilson,
Cox.	Lovitt,	Poirier,	Wood,
David,	Macdonald (P.E.I.),	Power,	Yeo,
Davis,	Mackay (Alma),	Riley,	Young.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By the Honourable Mr. DeVeber,—Of Thomas Sturgis, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Erskine Henry Bronson and others, of the City of Ottawa, in the Province of Ontario; praying for the passing of an Act of Incorporation under the name of Quinze and Blanche River Railway Company.

Of J. B. Gauthier and others, of Cascapedia, in the County of Bonaventure, in the Province of Quebec; praying for the passing of an Act binding the Atlantic, Quebec and Western Railway Company to pay the claims due by the Atlantic, Lake Superior Railway or the Baie des Chaleurs Railway.

Of Edmund Nadeau and others, of St. Jules, in the County of Bonaventure, in the Province of Quebec; praying for the passing of an Act compelling the Atlantic, Quebec and Western Railway Company to pay balances due for wages, supplies, &c.

Of Jacques Grenier and others, of the Parish of Godfroy, in the County of Bonaventure, in the Province of Quebec; praying for the passing of an Act binding the Atlantic, Quebec and Western Railway Company to pay the claims owed by the Atlantic-Lake Superior or by the Baie des Chaleurs Railway.

Of the British-America Assurance Company; praying for the passing of an Act confirming and validating the said by-law and enabling your Petitioner to deal with those shares of Preference Stock which had been subscribed for before the passing of the said amending by-law.

Of Peter Paton, of the Town of Collingwood, in the Province of Ontario, and others, of elsewhere; praying for the passing of an Act of Incorporation under the name of the Collingwood Southern Railway Company.

Of Wilmot D. Matthews and others, of the City of Toronto, in the Province of Ontario; praying for an Act of Incorporation under the name of the London and St. Clair Railway Company.

Of Thomas Sturgis, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the International Power and Canal Company.

Of the Alberta Central Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway, and to authorize the said company to enter into agreements with the Grand Trunk Pacific Railway Company, and the Canadian Northern Railway Company, and for sundry other purposes.

The Honourable Mr. Ellis presented to the Senate the First Report of the Joint Committee of the Senate and House of Commons on the Printing of Parliament.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM,

FRIDAY, 25th January 1907.

The Joint Committee on the Printing of Parliament beg leave to present the following as their First Report.

The Committee carefully examined the following document and recommend that it be printed:—

64a. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Letters, communications, memorials, petitions, or documents, received during the past three years from the Government of any Province in the Dominion, or any Member thereof, by the Government of Canada, or any Member thereof, relating to the extension or alteration of the boundaries of any Province of Canada. (*For distribution.*)

The Committee recommend that the following documents be not printed:—

37. Return to an Order of the House of the 21st March, 1906, Showing: How many horses were tested for glanders with mallein in the Provinces of Manitoba, Saskatchewan and Alberta, respectively, by officials of this Government; names of owners of horses; name of official, and date of application in each case; date when the horses were destroyed, in each case; date the owners received compensation in each case; amount received by the respective owners, and the valuation in each case; the variations of temperature in each case, with the highest and lowest readings; number of cases quarantined, names of owners, and period of quarantine; number of cases where retested, and the result; number of cases slaughtered after being retested; compensation paid, names of the owners, and the amount paid to each; cases where horses were slaughtered after being tested, and the number of post-mortem investigations held, with the result in each case and the names of owners.

40. Statement showing the expenditure on account of Unforeseen Expenses from the 1st July, 1906, to the 22nd November, 1906, in accordance with the Appropriation Act of 1906.

41. Statement of Superannuations and Retiring Allowances in the Civil Service during the year ended 31st December, 1906, showing name, rank, salary, service,

allowance and cause of retirement of each person superannuated or retired, and also whether vacancy filled by promotion or by new appointment, and salary of any new appointee.

42. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1906.

43. Statement of Governor General's Warrants issued since the last Session of Parliament, on account of the fiscal year 1906-7.

46. Report of the Commissioners of Internal Economy of the House of Commons, from 21st July, 1905, to 11th July, 1906, pursuant to No. 9, Rules of the House.

50. Tables of the population of the Northwest Provinces in 1901 and 1906.

51. A detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last return, 20th March, 1906, submitted to the Parliament of Canada under Section 23, Chapter 19, of the Revised Statutes of Canada.

52. Return under Chapter 131 (R.S.C.), intituled : "An Act respecting Trade Unions," and submitted to Parliament in accordance with Section 23 of the said Act.

53. Return to an Address to His Excellency the Governor General of the 19th March, 1906, for copies of all Orders in Council, and documents, between the first day of July, 1896, and the present time, relating to swamp lands, and of all letters, telegrams, and other documents and correspondence between the Government of Canada and the Government of Manitoba, during the same period, relating to such lands.

53a. Return to an Address to His Excellency the Governor General of the 19th March, 1906, for copies of all Orders in Council, and documents, between the first day of July, 1896, and the present time, relating to swamp lands, and of all letters, telegrams, and other documents and correspondence between the Government of Canada and the Government of Manitoba, during the same period, relating to such lands.

54. Return (in so far as the Department of the Interior is concerned) copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last Return, under such Resolution.

55. Return to an Order of the House of the 28th November, 1906, showing the number of commercial agencies for the Dominion in operation during the fiscal years 1905 and 1906, the names of the several agents, where located, their salaries, contingent expenses, the total cost of each agency, and the aggregate cost of all the agencies combined.

56. Return of Orders in Council passed under provisions of the Dominion Lands Act, affecting lands in the Yukon Territory ; and of Orders or Ordinances passed under the provisions of Section 8 of the Yukon Territory Act, as that section was enacted by Section 3 of Chapter 34, 2 Edward VII.

57. Return of Orders in Council, under the provisions of Section 52 of the Northwest Irrigation Act.

58. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 20th January and 1st December, 1906, in accordance with provisions of Subsection (d) of Section 38 of the Regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the Province of British Columbia.

59. Return of Orders in Council which have been published in the *Canada Gazette* between 20th January and 1st December, 1906, in accordance with the provisions of Clause 91 of the Dominion Lands Act, Chapter 54, of the Revised Statutes of Canada, and its amendments.

60. Return to an Order of the House of the 29th November, 1906, for a copy of the Proclamations used in the elections of 1904, in the constituencies of Selkirk, Provencher, Macdonald, Lisgar, Marquette, Souris, Brandon and Portage la Prairie.

61. Report of the Ottawa Improvement Commission for the fiscal year ended 30th June, 1906.



62. In pursuance of Subsection Two of Section Thirty of the National Transcontinental Railway Act, Chapter 71, of 1903, a Report submitted by the Commissioners of the said Railway under date of the 9th October, 1906, on the Surveys and other works under their charge for the year ended the 30th June, 1906.

62a. Return to an Order of the House of the 20th November, 1906, for a copy of all Reports and plans of engineers regarding the line and location of the Grand Trunk Pacific Railway between the City of Quebec and Edmundston, New Brunswick, and more particularly the City of Quebec and Lake Pohenegamook, in the County of Kamouraska.

62b. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council, surveys, reports, documents, and papers of every kind not already brought down, touching, showing or relating to the route of the National Transcontinental Railway between the City of Quebec and the City of Moncton.

63. Return to an Order of the House of the 3rd December, 1906, Showing what properties, if any, have been purchased by the Government during the past two years, in the City of Ottawa, between Sussex street and Mackenzie avenue; the properties acquired by the Government in that locality; the names of the vendors; the dates of the purchases, the price agreed upon in each case; the superficies of the property acquired; the date on which the Government took possession in each case.

64. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council passed during the last three years, relating to the formation of any new territory or district, or the alteration of the boundaries of any territory or district in Canada.

65. Return to an Order of the House of the 3rd December, 1906, for a copy of Contracts with transatlantic steamship lines, in force during the season of 1906, that were entitled by such contract to receive bonuses or subventions from the Government.

66. Return to an Order of the House of the 28th November, 1906, for a copy of all Letters, telegrams, correspondence, reports, documents and papers, with respect to filling the vacancy on the bench of the Supreme Court of Nova Scotia, occasioned by the appointment of Honourable D. C. Fraser to the office of Lieutenant Governor.

67. Report of the Deputy Minister of Labour on Negotiations conducted by him under Conciliation Act, 1900, in connection with the strike of Coal Miners in the employ of the Alberta Railway and Irrigation Company, which commenced on 9th March, 1906.

68. Return to an Order of the House of the 28th November, 1906, for a copy of all Papers and correspondence in connection with the Buckingham strike and riots.

68a. Supplementary Return to an Order of the House of the 28th November, 1906, for a copy of all Papers and correspondence in connection with the Buckingham strike and riots.

69. Return to an Order of the House of the 3rd December, 1906, Showing all, if any, islands or portions of islands sold since the First day of July, 1896, adjoining the Townships of Baxter and Gibson, in the District of Muskoka, on the Georgian Bay, and the prices received therefor, respectively.

70. Return to an Order of the House of the 29th November, 1906, for a copy of all Circulars sent out by the immigration office during the present year to agents of the department in the United Kingdom, and on the continent of Europe; also to booking agents in the United Kingdom and on the continent.

70a. Return to an Order of the House of the 5th December, 1906, for a copy of all Papers, circulars, instructions, or other correspondence, sent out by the Department of the Interior, or any officer thereof, relative to immigration; and all correspondence or papers, &c., relative thereto, from agents abroad during the year 1906, with special reference to question No. 2, on the Order Paper of 3rd December, 1906.

71. Return to an Order of the House of the 28th November, 1906, for a copy of all Letters, documents, telegrams, reports, writs of supersedeas, and other papers, re-

lating to standing and different grades in the civil service, from time to time, of Henry J. Morgan, and his superannuation.

72. Return to an Order of the House of the 28th November, 1906, Showing: 1. The names of fire insurance companies which have received their charters within the past five years. 2. The names of the parties applying for the same. 3. The amount of subscribed capital required under the charter. 4. The amount of paid-up capital required under the charter. 5. The proposed location of the head office in each case.

73. Return to an Order of the House of the 3rd December, 1906, Showing: Quantity or value of green fruit, canned fruits, and vegetables, fruit jams, preserves and jellies, classifying them wherever practicable, imported into Canada, and exported therefrom, during each of the past ten years; stating also whether from Great Britain, United States, or other countries; and during the past two years, the quantity imported through ports of entry, first, in Eastern Provinces; second, Prairie Provinces; third, British Columbia.

74. Return to an Order of the House of the 17th December, 1906, Showing: 1. The total amount of duty received by the Government in the fiscal year 1906 upon the respective articles named in the following items, as numbered, of the new Customs Tariff, viz.:—

Item 445.—Mowing machines, harvesters, self-binding or without binders, binding attachments, reapers.

Item 446.—Cultivators, ploughs, harrows, horse-rakes, seed drills, manure-spreaders, weeders and wind-mills.

Item 447.—Threshing machine outfit, when consisting of traction or portable engines and separators.

Item 448.—Hay loaders, potato diggers, horse-powers, separators, n.o.p., wind-stackers, fodder or feed cutters, grain crushers, fanning mills, hay tedders, farm, road or field rollers, post-hole diggers, snaths, and other agricultural implements, n.o.p.

Item 449.—Axes, scythes, sickles or reaping hooks, hay or straw knives, edging knives, hoes, rakes, n.o.p., and pronged forks.

Item 450.—Shovels and spades, iron or steel, n.o.p., shovel and spade blanks, and iron or steel cut to shape for the same, and lawn mowers.

Item 451.—Stoves of all kinds, for coal, wood, oil, spirits or gas.

2. The total amount of duty that would have been received in the same period, the fiscal year of 1906, had the tariff now proposed by the Government been then in force, giving such duty for each of the items 445, 446, 447, 448, 449, 450 and 451, separately.

75. Report of the Commissioner, Dominion Police Force, for the year 1906.

76. Return to an Order of the House of the 10th December, 1906, for a copy of all Writs, forms and instructions issued and used in and for the purposes of the Elections for the constituency of London, in the year 1905, and for the Elections for the constituencies of East Elgin and North Bruce, in the year 1906.

77. Return to an Order of the House of the 18th April, 1906, for a copy of all Petitions, memorials, reports, letters, documents, correspondence and papers, setting forth or relating or referring to the necessity of improved aids to navigation, and of the life-saving vessels or appliances on the Pacific coast.

78. Return to an Order of the House of the 18th April, 1906, for a copy of all Reports, findings and recommendations, of any officer, court of inquiry or commission, respecting the loss of any steamship or vessel on the Pacific coast during the past six years, except such as have already been published in the annual report of the Department of Marine.

79. Return to an Order of the House of the 21st March, 1906, Showing: How many wrecks there were on the Pacific coast in Canadian waters in 1900, 1901, 1902, 1903, 1904, 1905 and 1906, up to date, British and foreign; number of lives lost in each wreck; the total financial loss in ships and cargoes; the inquiries made by the Government into the causes of such wrecks; the causes given for such wrecks;

the results of reports made of such investigations, as to hulls or machinery, by the British Columbia inspectors; the port of registry of each vessel wrecked; the age of each ship.

80. Return to an Order of the House of the 10th December, 1906, Showing: The quantity of oil from wells of the Memramcook and Dover, sold and delivered to the Intercolonial Railway, between the 1st of January, 1904, and the 31st March, 1906; such statement to set forth in detail the dates, quantity, price, and total value of each of such shipments. And further for a similar statement giving like information in respect of all other oil purchased from or through the agency of the New Brunswick Petroleum Company, being the output of other wells than those hereinabove specified.

81. Return to an Order of the House of the 10th December, 1906, Showing: All sums paid from 1st January, 1904, to date, to George H. Cochrane, of Moncton, for supplies furnished or services rendered the Intercolonial Railway; such statement in respect of each item in every such transaction, when and by whom the order was given, nature of and the quantity of goods furnished, character of services rendered, prices paid, and the names of the parties who certified to the correctness of his account.

82. Return to an Order of the House of the 18th December, 1906, Giving comparative statement of the standard passenger tariff in force on the Intercolonial Railway in 1904, and that in force at the present time, said statement to be so arranged as to show the former and present passenger rates in convenient form for purposes of comparison, in each of the following places: 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg; (*b*) to Halifax, (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine.

2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton.

3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to St. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscaal, to Métapédia; (*b*) to Drummondville, to Ste. Rosalie, to Montreal.

83. Return to an Order of the House of the 10th December, 1906, for a copy of all Reports, investigations, orders, or correspondence, since 1st January, 1905, dealing with or touching upon alleged misconduct or remissions of duty on the part of (*a*) I. L. Burrell, paymaster on the Intercolonial Railway; (*b*) Moses Tracey, Inspector of Car Cleaners; (*c*) Bruce McDougall, of the Intercolonial Railway Audit Office, Moncton; together with a copy of the rules and regulations in force since above date, and at the present time, with reference to the employees of the Intercolonial Railway.

84. Return to an Order of the House of the 28th November, 1906, for a copy of the Report furnished to the Government by Messieurs Brunet and Duff, of Montreal, regarding the water-powers on the Lachine Canal.

85. Return to an Order of the House of the 11th December, 1906, Showing, by means of a comparative statement, the difference in rates charged, in respect of the ten classes of articles most largely carried, under the standard freight tariff in force during 1904, and that in force at the present time upon the Intercolonial Railway, from station to station, as hereinafter specified: 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg; (*b*) to Halifax; (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine.

2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton.

3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to St. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscaal, to Métapédia; (*b*) to Drummondville, to Ste. Rosalie, to Montreal.

86. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1905, to the 1st October, 1906.

87. Return to an Order of the House of the 5th December, 1906, for a copy of all Documents relating to the application of R. C. McCracken for the northeast quarter, section 36, township 35, range 16, west of the second meridian, Province of Saskatchewan; also Mr. McCann, for the northwest quarter of the same section.

88. Return to an Order of the House of the 17th December, 1906, Showing: 1. The names, ages, sexes and parentage of children attending Muscoweguan's Indian Boarding School, specifying whether treaty or non-treaty Indians, the band they belong to, and whether parents alive or not.

2. Amount of Government grants made to the school during the years 1904, 1905 and 1906.

3. Amount of treaty money paid to Muscoweguan's band at the last payments, to what Indians were the payments made, and the number of children belonging to each.

89. Return to an Order of the House of the 5th December, 1906, for: 1. A copy of the evidence taken at the investigation promised by the Minister of the Interior at the last session of Parliament into the conduct of W. T. R. Preston, Commissioner of Immigration in England; together with copies of all letters, documents, and papers, in any way relating thereto.

2. Copy of the report of the party or parties who held the investigation which was promised by the Honourable Mr. Oliver, Minister of the Interior, when the matter of the dismissal of Mr. W. T. R. Preston was under discussion at the last session of Parliament.

3. Of all correspondence between W. T. R. Preston and any Member of the Government, or any Department thereof, with reference to his present appointment.

4. And showing what Government position W. T. R. Preston now holds, what his duties are, what salary he gets, what living and travelling expenses he is allowed.

90. Return to an Address to His Excellency the Governor General, of the 28th November, 1906, for a copy of all Orders in Council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and other documents and papers, touching, relating to or concerning the grant by or on behalf of the Government of Canada, of any lands in Southern Alberta, under conditions contemplating or requiring the construction of irrigation works, and all such documents as aforesaid relating to any concession or grant of about 380,575 acres of land to the Robins Irrigation Company.

90a. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council, agreements, papers and correspondence in connection with the sale of 380,600 acres, more or less, of land in Southern Alberta, to the Robins Irrigation Company; and the list of shareholders of the Company, and its officers.

90b. Return to an Order of the House of the 3rd December, 1906, for a copy of all Documents relating to the application of, (a) J. T. Robins, for land in Townships 10, 11 and 12, Ranges 7, 8, 9, 10, 11, 12, West of the 4th; and of (b) E. H. Cuthbertson for land in Townships 11, 12, 13, Ranges 7, 8, 9, 10, 11 and 12, West of the 4th, for purposes of irrigation.

91. Return to an Address of His Excellency the Governor General of the 3rd December, 1906, for a copy of all Orders in Council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, relating to, (a) the granting of grazing lease No. 2013, issued to J. D. McGregor, and of grazing lease No. 2014, issued to A. E. Hitchcock; (b) the assignment of said lease privileges to, or the enjoyment of the same, by the Grand Forks Cattle Company; (c) and further transfer or sale of said privileges by the Grand Forks Cattle Company; (d) all transactions between the Government and the assigns of the Grand Forks Cattle Company.

91a. Return to an Address to His Excellency the Governor General of the 3rd December, 1906, for a copy of all Orders in Council, leases, agreements, valuations, re-

ports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (a) the granting of grazing lease No. 2009, issued to C. E. Hall; (b) the enjoyment of said lease privileges by C. E. Hall; (c) the assignment of the same to the Milk River Cattle Company; (d) the enjoyment of the same by the Milk River Cattle Company; together with a statement showing all amounts received by the Government by way of rentals, bonuses, or otherwise, from each of the parties herein above-mentioned, with date, amount, and object of each such payment.

91b. Return to an Address to His Excellency the Governor General of the 3rd December, 1906, for a copy of all Orders in Council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (a) the granting of grazing lease No. 2059, issued to H. P. Brown, of Grand Forks, Montana; (b) the assignment of said lease privileges to the Galway Horse and Cattle Company; and the enjoyment thereof by said company; (c) the further assignment of said lease privileges by the Galway Horse and Cattle Company to John Cowdry, of Macleod, and his enjoyment of the same, together with a statement showing all rentals or bonuses received by the Government from any of the above parties, with date, amount, and purpose of each payment.

92. Return to an Order of the House of the 28th November, 1906, Showing: 1. All sums of money paid to the North Atlantic Trading Company, or on their order, to 1st November, 1906, with dates, sums, and names of persons to whom paid.

2. All correspondence between the North Atlantic Trading Company and the Government, or any Member thereof, or any department, since 1st January, 1906.

92a. Return to an Order of the House of the 17th December, 1906, Showing: 1. All claims made on the Government by the North Atlantic Trading Company, since the 31st March, 1906.

2. All amounts paid to the said North Atlantic Trading Company by the Government of Canada, (a) on account of bonuses; (b) on account of disbursements, since the 31st March, 1906.

3. A copy of all correspondence had by the Government with the said North Atlantic Trading Company since the 31st March, 1906, up to the 1st December, 1906, and of all letters and accounts received from the said company between the above dates.

93. Return to an Order of the House of the 10th December, 1906, Showing: All sums paid or credits given by the Record Foundry Company, of Moncton, in respect of purchases from the Intercolonial Railway of scrap iron, copper, babbit metal, lead, sheet lead, and scrap metal of every description, between 1st January, 1904, and 31st March, 1906; said statement to further show date and amount of every such transaction, character, quantity and price per pound, of material purchased, and whether and in what instances the same has been offered in public competition or sale by tender.

94. Return to an Order of the House of the 14th May, 1906, for a copy of all Correspondence, reports, documents and papers relating to any dealings, transactions or negotiations between the Government and any company, association, syndicate, or any person or persons on behalf of any company, association or syndicate, who have purchased or acquired, or arranged to purchase or acquire, public lands from the Government since 1898; also a statement giving the names, head offices and addresses of the said respective companies, associations and syndicates, together with the amount of land purchased, acquired, or arranged to be purchased or acquired, and the price paid or agreed upon; also a statement giving the names, addresses and occupations of any person or persons, other than companies, associations or syndicates, who have purchased or acquired, or arranged to purchase or acquire, public lands from the Government since First January, 1898, in areas of more than 160 acres in each instance, and a statement of the area of such lands in each instance; also a copy of all correspondence with such persons, and all documents and papers relating to the sale or disposal of such lands.

95. Return to an Address to His Excellency the Governor General of the 18th December, 1906, for a copy of all Orders in Council, instructions, reports, letters,

telegrams, correspondence and other papers of every kind relating to the negotiations for the Songhees Indian Reserve, and especially of such papers as aforesaid relating to the recent mission of Mr. Pedley, Deputy Superintendent General of Indian Affairs, to the Province of British Columbia.

96. Return to an Order of the House of the 10th December, 1906, Showing the following data : (1) The name of the present homesteader on southeast quarter, section 12, township 30, range 2, west of the 5th meridian ; (2) date of his entry ; (3) by whom it was made ; (4) where was it made ; (5) who was the first to make homestead entry therefor ; (6) by whom was the first entry cancelled ; (7) who was the next applicant, and what was the date of the application ; (8) the names of any other applicants, if any, for this homestead, and the dates of application ; all correspondence in regard to this quarter section.

97. Return to an Order of the House of the 9th May, 1906, Showing in detail for each year, from 1886 to 1906, inclusive:—

1. A statement of all goods supplied to Mr. Speaker's apartments, and to the various offices and apartments of the House of Commons, and the amounts paid therefor.

2. All inventories of goods in Mr. Speaker's apartments, and in the various offices and apartments of the House of Commons, taken by the Sergeant-at-Arms, as keeper of the furniture and fittings of the House, or other officers of the House, and any report of the Clerk, Sergeant-at-Arms, or other officer of the House, with reference thereto, the goods supplied, their condition, and the character and disposition of the same.

3. A copy of all correspondence had between Mr. Speaker and any Member of the Internal Economy Commission, the Clerk of the House, the Sergeant-at-Arms, or any other officer of the House of Commons, and the Auditor General, in reference to the purchase, payment, checking, distribution, replenishing, disposal, condition and character of the same.

4. A copy of all resolutions passed by the Commission of Internal Economy in reference to the above matters.

98. Return to an Address of the Senate, dated the 5th June, 1906, for:—

1. A copy of the petitions signed by the citizens of Quebec protesting against the choice of the place where Sir Charles Ross has built his rifle factory.

2. A copy of the petitions sent by certain persons asking the Government to increase the land placed at the disposition of Sir Charles Ross.

3. A copy of the plan of the land leased by the Government to Sir Charles Ross for the purposes of his rifle factory.

100. Return to an Order of the House of the 9th January, 1907, Showing: The imports by Provinces into Canada for home consumption, from the United States, and the exports of the same from Canada to the United States, and the duty on the same, giving the present Canadian duty and the United States duty, for the past twelve months ending 1st October, 1906, on the following agricultural articles: Live pork, cattle, horses, beef and pork dressed, beans, corn, barley, buckwheat, peas, wheat, sugar, beets, eggs, hay, butter, cheese, apples, evaporated and otherwise, vegetables, green peas, tomatoes, peaches, plums, pears, including all canned vegetables, and lard, and tobacco, raw.

101. Return to an Order of the House of the 5th December, 1906, for a copy of all Correspondence between the Marine Department and the Provincial Government of British Columbia, or any Member thereof, concerning the building of a road or trail along the coast line of Vancouver Island, for the purpose of lending assistance to distressed mariners.

102. Return to an Order of the House of the 5th December, 1906, for a copy of all Correspondence and papers in connection with the investigation into the provi-

sioning of the Government steamer *Kestrel*, during the year 1905, and a copy of the report of the investigators.

All which is respectfully submitted.

JOHN V. ELLIS,  
*Chairman.*

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next

With leave of the Senate,

The Honourable Mr. Wilson moved, seconded by the Honourable Mr. Robertson,

That the prayer contained in the Petition of Victor Harold Lyon, for leave to present a Petition for a Bill of Divorce, notwithstanding that the time for doing so has expired, be granted, and that Rules 112 and 138 of the Senate, be suspended in so far as they relate to the said Petition.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may cause to be laid on the Table of this House copies of all reports received by the Government or any member thereof, relating to the establishment of an Experimental Branch Farm in Prince Edward Island, and any Order in Council made regarding the same; also a statement showing what tract of land, if any, has been purchased for the purposes of the said farm, where it is located, the number of acres acquired, the price paid for the same, and the name of the vendor.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of the House as are Members of the Privy Council.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for Meals for Travellers,"

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Macdonald (P.E.I.), it was

Ordered, That the same be postponed until Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey,

The Senate adjourned.

Wednesday, 30th January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Macdonald (P.E.I.),	Ross (Middlesex),
Baker,	Davis,	Mackay (Alma),	Ross (Halifax),
Beith,	De Veber,	MacKeen,	Ross (Moosejaw),
Béique,	Douglas,	McDonald	Roy,
Bernier,	Edwards,	(Cape Breton),	Scott,
Bolduc,	Ellis,	McGregor,	Sullivan,
Bostock,	Ferguson,	McHugh,	Talbot,
Bowell	Fiset,	McKay (Truro),	Tessier,
(Sir Mackenzie),	Gillmor,	McLaren,	Thibaudeau
Cartwright	Godbout,	McMullen,	(de la Vallière),
(Sir Richard),	Hingston,	McSweeney,	Thibaudeau
Casgram	(Sir William),	Mitchell,	(Rigaud),
(de Lanaudière),	Jaffray,	Montplaisir,	Thompson,
Choquette,	Kerr,	Owens,	Watson,
Cloran,	Kirchhoffer,	Perley,	Wilson,
Coffey,	Landry,	Poirier,	Wood,
Comeau,	Legris,	Power,	Yeo,
Costigan,	Lougheed,	Riley,	Young.
Cox,	Lovitt,	Robertson,	

PRAYERS.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,  
OTTAWA, 29th January, 1907.

SIR,—I have the honour to inform you that the Honourable Mr. Justice Girouard, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber on Wednesday, the 30th instant, at 4 o'clock, P.M., for the purpose of giving assent to certain Bills, which have passed the Senate and House of Commons during the present Session.

I have the honour to be, Sir,  
Your obedient servant,

J. HANBURY-WILLIAMS, Colonel,  
*Governor General's Secretary.*

The Honourable  
The Speaker of the Senate.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Watson,—Of the Nichols Copper Company, of Laurel Hill, Queen's County, in the State of New York, one of the United States of America; of



the Canadian Northern Railway Company; and the Grand Trunk Pacific Railway Company.

By the Honourable Mr. Talbot,—Of the Athabasca Railway Company..

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 30th January, 1907.

The Standing Committee on Standing Orders have the honour to make their Third Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of La Compagnie du chemin de fer de Colonisation du Nord; praying for the passing of an Act extending the time for the completion of their railway.

Of the Georgian Bay and Seaboard Railway Company; praying for the passing of an Act extending the time for the completion of their railway.

Of the Orford Mountain Railway Company; praying for the passing of an Act extending the time for the completion of their authorized lines of railway.

Of the Dominion Central Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their lines of railway.

Of the Brockville, Westport and Northwestern Railway Company; praying for the passing of an Act extending the time for the commencement and completion of certain extensions of their railway.

Of the Central Counties Railway Company; praying for legislation authorizing an issue of bonds or other securities (secured by mortgage) for certain purposes of the Company and for extending the time for the completion of their line of railway.

Of the Indian River Railway Company; praying for the passing of an Act extending the time for the construction of their proposed railway.

Of Charles A. Stone and others, of the City of Toronto; praying to be incorporated as the Manufacturers Bank of Canada.

Of James M. Sinclair and others, of the City of Toronto; praying to be incorporated as the Residential Fire Insurance Company.

Of the Quebec Oriental Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the British Columbia Electric Railway Company, Limited; praying for the passing of an Act confirming an agreement between the said company, the Canadian Pacific Railway Company and Lord Strathcona.

Of the Canadian Pacific Railway Company; praying for the passing of an Act confirming an agreement between the said company, and the British Columbia Electric Railway Company and Lord Strathcona.

Of Nellie C. Hutchinson and others; praying to be incorporated as the United Baptist Woman's Missionary Union of the Maritime Provinces.

Of M. W. Cowan and others, of the City of Toronto; praying for the passing of an Act of incorporation under the name of the Central Canada Manufacturers Mutual Fire Insurance Company.

Of Tiffany H. Burland and others, of the City of Toronto; praying for the passing of an Act incorporating them as the Eastern Canada Manufacturers Mutual Fire Insurance Company.

Of the London and St. Clair Railway Company; praying for the passing of an Act extending the time for the completion of their railway.

Of James C. Shields, of Regina, and others of elsewhere; praying to be incorporated as the Western Rivers Improvement Company.

Of P. W. Rourke and others, of the City of Edmonton; praying to be incorporated as the Saskatchewan Valley and Hudson Bay Railway Company.

Of Joseph Doust and others, of the City of Toronto; praying to be incorporated as the Owen Sound Bridge and Terminal Company.

Of the Huron and Ontario Railway Company; praying for legislation empowering them to build certain branch lines and to extend the time for the commencement and completion of their line of railway and branches; and

Of Erskine Henry Bronson and others, of the City of Ottawa; praying for the passing of an Act of incorporation under the name of the Quinze and Blanche River Railway Company.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8,  
WEDNESDAY, 30th January, 1907.

The Standing Committee on Standing Orders have the honour to make their Fourth Report.

Your Committee recommend that the time limited for presenting Petitions for Private Bills which expires on Friday, the first day of February next, be extended to Wednesday, the thirteenth day of February. That the time limited for presenting Private Bills which expires on Friday, the eighth day of February next, be extended to Wednesday, the twentieth day of February, and also that the time limited for receiving reports from any Standing or Select Committee on a Private Bill be extended to Wednesday, the thirteenth day of March next.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (8) intituled: "An Act respecting Patents of William A. Damen," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said Bill be read a third time to-morrow.

The Senate was adjourned during pleasure.

The Honourable Mr. Justice Girouard, Deputy to His Excellency the Governor General, being seated in front of the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the Deputy Governor's desire that they attend him immediately in this House."

Who being come with their Speaker.

The following Commission was read at length at the Table by the Clerk:—



CANADA.

[L.S.]

By His Excellency The Right Honourable Sir ALBERT HENRY GEORGE EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet, Knight Grand Cross of the Most Distinguished Order of Saint-Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of the Dominion of Canada.

To the Honourable DÉsirÉ GIROUARD, a puisné judge of the Supreme Court of Canada,

GREETING—

Know you that being well assured of your loyalty, fidelity and capacity, I under and by virtue of and in pursuance of the power and authority vested in me by the commission under the Royal Sign Manual and Signet of His Majesty King Edward the Seventh, constituting and appointing me to be His Majesty's Governor General over the Dominion of Canada, and by the "British North America Act, 1867," do hereby nominate, constitute and appoint you the said the Honourable Désiré Girouard to be my Deputy within the Dominion of Canada, and in that capacity to assent in His Majesty's name to any Bill or Bills passed or to be passed during the present Session of Parliament by the Senate and House of Commons.

To have, hold, exercise and enjoy the said office of the Deputy of me the Governor General of Canada for the purposes aforesaid, together with all and every the powers, rights, authority and privileges to the said office belonging unto you the said the Honourable Désiré Girouard.

Given under my hand and seal at arms, at Ottawa, this twenty-eighth day of January, in the year of Our Lord one thousand nine hundred and seven, and in the seventh year of His Majesty's Reign.

GREY.

By Command,

R. W. SCOTT,  
Secretary of State.

The Clerk of the Crown in Chancery read the Titles of the Bills to be passed, as follows:—

An Act respecting a certain Treaty between Canada and Japan.

An Act to amend the Naturalization Act.

An Act to amend the Act respecting Commercial Treaties affecting Canada.

An Act respecting The Revised Statutes, 1906.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

"In His Majesty's name, His Honour the Deputy Governor doth assent to these Bills."

The Deputy Governor was pleased to retire, and  
The House of Commons withdrew.

The Senate resumed.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. Coffey,  
That as in the evidence given by Mr. Eldridge in the Mutual Reserve Life investigation, recently held in New York, he stated that it had cost the company \$20,977.66 to get the investigation through the Senate and Commons of Canada in 1904, the company be required to furnish the names and detailed statements of the amounts paid, if any, to senators or members of Parliament in Canada, or to the respective firms to which they belong, in connection with the said investigation, and copies of all cheques issued and receipts given therefor.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk with a Bill (12) intituled: "An Act to incorporate the Malone and Hopkin's Point Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis,  
it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (41) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Roy,  
it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (43) intituled: "An Act respecting the Dominion Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (44) intituled: "An Act respecting the Canada Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis,  
it was

Ordered, That the said Bill be read a second time on Friday next.

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A Message was brought from the House of Commons by their Clerk with a Bill (47) intituled: "An Act respecting the London and St. Clair Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for the Second Reading of the Bill (C) intituled: "An Act to amend the Criminal Code, 1892."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be discharged from the Orders of the Day.

The Order of the Day being read for the Second Reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900."

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company."

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the Second Reading of the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of The Jordan-Erie Power Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (14) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company", was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 31st January, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Power,
Baker,	Davis,	Lovitt,	Riley,
Beith,	De Veber,	Macdonald (P.E.I.),	Robertson,
Béique,	Douglas,	Mackay (Alma),	Ross (Middlesex),
Bernier,	Drummond	MacKeen,	Ross (Halifax),
Bolduc,	(Sir George),	McDonald	Ross (Moosejaw),
Bostock,	Edwards,	(Cape Breton),	Roy,
Bowell	Ellis,	McGregor,	Scott,
(Sir Mackenzie),	Ferguson,	McHugh,	Sullivan,
Cartwright	Fiset,	McKay (Truro),	Talbot,
(Sir Richard),	Gillmor,	McLaren,	Tessier,
Casgrain	Godbout,	McMillan,	Thibaudeau
(de Lanaudière),	Hingston	McMullen,	(de La Vallière),
Choquette,	(Sir William),	McSweeney,	Thompson,
Cloran,	Jaffray,	Mitchell,	Watson,
Coffey,	Kerr,	Montplaisir,	Wilson,
Comeau,	Kirchhoffer,	Owens,	Wood,
Costigan,	Landry,	Perley,	Yeo,
Cox,	Legris,	Poirier,	Young.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Sir George A. Drummond,—Of the Montreal Board of Trade.

By the Honourable Mr. Landry,—Of A. Laferrière and others, of the Parish of New Carlisle, in the County of Bonaventure, in the Province of Quebec.

By the Honourable Mr. Ross (Middlesex),—Of Andrew Thomas Drummond, of the City of Toronto, in the Province of Ontario, and others of elsewhere; of the Lake Superior Power Company; of the Ontario, Hudson's Bay and Western Railways Company; of the Manitoulin and North Shore Railway Company; of the Algoma Central and Hudson Bay Railway Company.

By the Honourable Mr. Davis,—Of Victor Harold Lyon, of the City of Ottawa, in the Province of Ontario. (Divorce Petition.)

Pursuant to the Order of the Day, the following Petitions were read:—

Of Thomas Sturgis, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Port Arthur Power and Development Company.

Of John Hall Kelly, of New Carlisle, and others of elsewhere, in the Province of Quebec; praying for an Act of Incorporation under the name of "The Bonaventure and Gaspé Telephone Company (Limited)."

The Honourable Mr. Davis, from the Select Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, presented their First Report.

Ordered, That it be received, and the same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM, No. 8,

THURSDAY, 31st January, 1907.

The Select Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, beg leave to make their First Report.

Your Committee recommend that their quorum be reduced to seven (7) members.

Your Committee also recommend that they be authorized to employ a shorthand writer whenever so required.

All which is respectfully submitted.

THOS. O. DAVIS,  
*Chairman.*

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Baird presented to the Senate, a Bill (O) intituled: "An Act to incorporate the United Baptist Woman's Missionary Union of the Maritime Provinces."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Sir Mackenzie Bowell moved, seconded by the Honourable Mr. Baker,

That the Clerk of the Senate be requested to lay upon the Table, copies of all correspondence had between him as Clerk of the Senate, and the Department of the Auditor General, and that of the Department of Justice, relating to the payment of sessional indemnity and travelling expenses to Senators.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk, with a Bill (40) intituled: "An Act respecting the Indian River Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. Béique, it was

Ordered, That the said Bill be read a second time on Tuesday next

The Order of the Day being read for the third reading of Bill (8) intituled: "An Act respecting certain patents of William A. Damen,"

The Honourable Mr. Lougheed moved, seconded by the Honourable Mr. Ferguson, That the said Bill be now read a third time.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Mr. Baker,

That the said Bill be not now read the third time, but that it be amended by inserting in Clause 2, after the word "Act" in line 29, the following words: "made substantial and *bona fide* preparations to manufacture or" and by inserting after the word "may" in the 30th line, the words "manufacture and."

The question of concurrence being put thereon, the same was resolved in the negative.

The question of concurrence being then put on the main motion, the same was resolved in the affirmative, and

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, proceeded to the consideration of the Fourth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the consideration of the First Report of the Standing Committee on Divorce, to whom was referred the Petition of Osprey George Valentine Spain, together with evidence.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900,"

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Wednesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904."

(*In the Committee.*)

After some time the House was resumed, and

The Honourable Mr. Roy, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House, without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of The Jordan-Erie Power Company," was read a second time.



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On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis,  
it was

Ordered, That the said Bill be referred to the Select Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 1st February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Macdonald (P.E.I.),	Riley,
Baker,	Davis,	Mackay (Alma),	Robertson,
Beith,	De Veber,	MacKeen,	Ross (Middlesex),
Béique,	Douglas,	McDonald	Ross (Halifax),
Bernier,	Edwards,	(Cape Breton),	Ross (Moosejaw),
Bolduc,	Ellis,	McGregor,	Roy,
Bostock,	Ferguson,	McHugh,	Scott,
Bowell	Fiset,	McKay (Truro),	Sullivan,
(Sir Makenzie),	Gillmor,	McLaren,	Talbot,
Cartwright	Godbout,	McMillan,	Tessier,
(Sir Richard),	Jaffray,	McSweeney,	Thompson,
Casgrain	Kirchhoffer,	Mitchell,	Watson,
(de Lanaudière),	Landry,	Montplaisir,	Wilson,
Cloran,	Legris,	Owens.	Wood,
Coffey,	Lougheed,	Perley,	Yeo,
Comeau,	Lovitt,	Power,	Young.
Costigan,			

#### PRAYERS.

The Honourable Mr. Perley moved, seconded by the Honourable Mr. Kirchhoffer, That Rules 112 and 138 be suspended and that Arthur Leon McPherson be permitted to present a petition, praying for a Bill of divorce from his wife Annie Booth, notwithstanding the time for presenting petition for divorce has expired.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Then the Honourable Mr. Perley presented the petition of Arthur Leon McPherson, of the Township of Stukely, in the Province of Quebec (divorce petition), and The same was then laid on the Table.

Pursuant to the Order of the Day, the following petitions were severally read:—

Of the Nichols Copper Company, of Laurel Hill, Queen's County, in the State of New York, one of the United States of America; praying for the passing of an Act declaring that the said patents owned by them have not become null and void under the said patent or amendment thereto by reason of any non-manufacture and the Commissioner of Patents, notwithstanding anything in the said Act or amendment thereto, may receive petitions for the making of and may grant orders under Section 7, of Chapter 46, of the Statutes, 3 Edward VII., 1903

Of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company; praying for the passing of an Act confirming the agreement between

your petitioners relating to the establishment of joint terminals at the City of Winnipeg, and for sundry other purposes, and

Of the Athabasca Railway Company; praying for the passing of an Act extending the time for the commencement of their railway and empowering them to build a further branch line.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fifth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 1st February, 1907.

The Standing Committee on Standing Orders have the honour to make their Fifth Report.

Your Committee have examined the following petitions and find that the Rules have been complied with in each case:

Of the Canadian Pacific Railway Company; praying for legislation increasing the bonding powers on their Sudbury-Toronto branches, extending the time for the completion of certain branch lines and empowering them to construct new branches and to acquire lines already authorized.

Of the Joliette and Brandon Railway Company, a company incorporated by the Legislature of Quebec; praying for legislation declaring them to be a work for the general advantage of Canada and confirming a lease to the Canadian Pacific Railway Company.

Of the Manitoba and North Western Railway Company; praying for legislation extending the time for the construction and completion of certain of their authorized lines of railway and construct and operate a further new branch line.

Of the Calgary and Edmonton Railway Company; praying for legislation authorizing them to acquire a certain branch line, &c.

Of Paul Tourigny and others, of St. Clotilde and elsewhere; praying to be incorporated as the Eastern Townships Railway Company.

Of the Manitoba and North Western Railway Company; praying for the passing of an Act empowering them to build a line at or near Bredenbury, on the main line, to a point at or near Kamsack, in the Province of Saskatchewan, and

Of Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company; praying for legislation confirming a certain bond issue and mortgage, giving them leasing powers and removing doubts as to the powers conferred by the Railway Act, 1903.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Sixth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 1st February, 1907.

The Standing Committee on Standing Orders have the honour to make their Sixth Report.

Your Committee have examined the petition:—

Of the Quebec, Montreal and Southern Railway Company; praying for the passing of an Act empowering them to construct a line of railway from a point at or near the Village of Contrecoeur, in the County of Vercheres, to a point at or near the Village of Yamaska, and find that the notices of application to Parliament have been duly published in the French language, but no notice as required by Rule 107 (c) has been published in the English language. Your Committee, however, recommended the suspension of the Rule in so far as it relates to the same, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate on Wednesday next.

His Honour the Speaker presented to the Senate copies of all correspondence had between the Clerk of the Senate, and the Department of the Auditor General, and that of the Department of Justice, relating to the payment of sessional indemnity and travelling expenses to Senators.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 132.)*

Pursuant to the Order of the Day, the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the Second Reading of the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company."

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Costigan, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (41) intituled: "An Act respecting the Manitoba and North Western Railway Company of Canada."

On motion of the Honourable Mr. Douglas, seconded by the Honourable Mr. Cloran, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (43) intituled: "An Act respecting the Dominion Central Railway Company."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (44) intituled: "An Act respecting the Canada Central Railway Company."

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On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (47) intituled: "An Act respecting the London and St. Clair Railway Company."

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B), it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the First Report of the Select Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan Watershed, east of the Rocky Mountains, west and east of the Hudson's Bay; comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

With leave of the Senate,

The Honourable Mr. Ellis moved, seconded by the Honourable Mr. Power,

That when the Senate adjourns to-day, it do stand adjourned until Wednesday next at three o'clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Wednesday, the sixth instant, at 3 o'clock in the afternoon.

Wednesday, 6th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Legris,	Poirier,
Baker,	De Veber,	Lougheed,	Power,
Beith,	Douglas,	Lovitt,	Riley,
Béique,	Edwards,	Macdonald (P.E.I.),	Robertson,
Bolduc,	Ellis,	Mackay (Alma),	Ross (Halifax),
Bostock,	Ferguson,	MacKeen,	Ross (Moosejaw),
Bowell	Fiset,	McDonald	Roy,
(Sir Mackenzie),	Gibson,	(Cape Breton),	Scott,
Cartwright	Gillmor,	McGregor,	Shehyn,
(Sir Richard),	Godbout,	McHugh,	Sullivan,
Casgrain	Hingston	McKay (Truro),	Tessier,
(de Lanaudière),	(Sir William),	McLaren,	Thibaudeau
Cloran,	Jaffray,	McMillan,	(de La Vallière),
Coffey,	Jones,	McMullen,	Watson,
Comeau,	Kerr,	Mitchell,	Wilson,
Costigan,	Kirchhoffer,	Owens,	Yeo,
David,	Landry,	Perley,	Young.

PRAYERS.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rule 24*i* be suspended in so far as it relates to the following motion.

That when the Senate adjourns on Friday next, it do stand adjourned until Tuesday, the 19th instant, at 3 o'clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Kerr,—Of R. W. Powell, of the City of Ottawa, in the Province of Ontario, and others of elsewhere.

By the Honourable Mr. Landry,—Of Joseph Sirois and others, of St. Charles de Caplin, in the County of Bonaventure, in the Province of Quebec.

By the Honourable Mr. Kerr, for the Honourable Mr. Ross (Middlesex),—Of A. W. Howell and others, provisional directors of the St. Mary River Bridge Company.

By the Honourable Mr. Legris,—Of the St. Maurice Valley Railway Company.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the Montreal Board of Trade; praying for the passing of an Act temporarily removing, under certain restrictions, the tax now imposed upon Chinese immigrants, of the adoption of such other measures as may be deemed advisable to meet the situation.

Of W. A. Laferrière and others, of the Parish of New Carlisle, in the County of Bonaventure; praying that a clause be inserted binding the Atlantic, Quebec and Western Railway Company to pay all claims, &c., due by the Atlantic and Lake Superior, or the Baie des Chaleurs Railway.

Of Andrew Thomas Drummond, of the City of Toronto, in the Province of Ontario, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Winnipeg and Northwestern Railway Company.

Of the Lake Superior Power Company; praying for the passing of an Act authorizing the said Company to obtain the approval of the Governor in Council of the site and plans of the regulating works at the head of the St. Mary River.

Of the Ontario, Hudson's Bay and Western Railways Company; praying for the passing of an Act extending the time limited for the commencement of the said railway, and for the expenditure of fifteen per cent on the amount of the capital stock thereof shall be extended for a further period of two years, and that the time limited for the completion thereof shall be extended for a further period of five years.

Of the Manitoulin and North Shore Railway Company; praying for the passing of an Act, that the time limited for the commencement of all said lines of railway, except those portions thereof lying between Sudbury and Little Current and Meaford and Owen Sound, respectively, shall be extended for a further period of two years, and that the time limited for the completion thereof shall be extended for a further period of five years.

Of the Algoma Central and Hudson Bay Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their said line of railway.

The Honourable Mr. Scott presented to the Senate a Bill (P) intituled: "An Act respecting the Inspection of Electricity."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate the minutes of the proceedings in conference between Members of the Government of Canada and of the various Provincial Governments, assembled at Ottawa, October, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 29a.)*

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Ferguson, That an Order of this House do issue for the production of a statement indicating in so many distinct columns:—

1. The names, christian names, age and nationality, of all persons who have been appointed to any position in the customs house at Quebec since the 1st of July, 1896?
2. The names of the persons who were replaced by those new appointments, specifying at the same time whether the persons so replaced were replaced by reason of their death, their retirement, or their dismissal, and by whom they have been replaced.
3. The names of the persons who recommended each of these new appointments.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and

the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

After debate,

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That further debate on the said motion be postponed until Wednesday, the 20th instant.

The Honourable Mr. Scott presented to the Senate a return to an Address of the Senate, dated the 23rd January, 1907, for copies of all papers, orders, rules, charges, reports of inquiries, evidence, and judgment rendered, by any council of war or court-martial whatsoever, concerning a soldier of the Ordnance Corps by the name of Téléphore Roy, at Quebec, accused and found guilty of any offence whatsoever, and sentenced on that account to cells and hard labour; together with all documents relating to this matter, before and after the charge and the judgment of the military court; the names of the complainant, of the officers who sat on the court-martial, of the defender of the accused, of those who confirmed the judgment; and a copy of the record upon which were based both the judgment of the court-martial and the confirmation by superior authority of the judgment rendered.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Paper No. 125.)*

A Message was brought from the House of Commons by their Clerk with a Bill (11) intituled: "An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. Riley, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (20) intituled: "An Act to encourage the establishment of Cold Storage Warehouses for the preservation of perishable Food Products," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (30) intituled: "An Act to incorporate the Women's Art Association of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Friday next.



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A Message was brought from the House of Commons by their Clerk with a Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (39) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (45) intituled: "An Act respecting the Athabasca Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (48) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Baird, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway system to the City of Montreal," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (57) intituled: "An Act respecting the St. Mary's and Western Ontario Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (76) intituled: "An Act to amend the Northwest Territories Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (86) intituled: "An Act respecting the National Transcontinental Railway," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Roy presented to the Senate a Bill (Q) intituled: "An Act respecting the Calgary and Edmonton Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for the consideration of the First Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Casgrain (de Lanaudière), it was

Ordered, That the same be postponed until Wednesday, the 20th instant.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for meals for travellers."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday, the 20th instant.

The Order of the Day being read for the second reading of the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company."

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Beith, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (40) intituled: "An Act respecting the Indian River Railway Company," was read a second time.

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. Riley, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Sixth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Report be adopted.

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Pursuant to the Order of the Day, the Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," was read a second time.

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900."

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (43) intituled: "An Act respecting the Dominion Central Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (44) intituled: "An Act respecting the Canada Central Railway Company," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (47) intituled: "An Act respecting the London and St. Clair Railway Company," was read a second time.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 7th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	Landry,	Poirier,
Baker,	Douglas,	Legris,	Power,
Beith,	Drummond	Loughheed,	Riley,
Béique,	(Sir George),	Lovitt,	Robertson,
Bernier,	Edwards,	Macdonald (P.E.I.),	Ross (Halifax),
Bolduc,	Ellis,	Mackay (Alma),	Ross (Moosejaw),
Bostock,	Ferguson,	McDonald	Roy,
Bowell	Fiset,	(Cape Breton),	Scott,
(Sir Mackenzie),	Gibson,	McGregor,	Shehyn,
Cartwright	Gillmor,	McHugh,	Sullivan,
(Sir Richard),	Godbout,	McKay (Truro),	Talbot,
Casgrain	Hingston	McLaren,	Thibaudeau
(de Lanaudière),	(Sir William),	McMillan,	(de la Vallière),
Cloran,	Jaffray,	McMullen,	Watson,
Coffey,	Jones,	McSweeney,	Wilson,
Comeau,	Kerr,	Mitchell,	Yeo,
David,	Kirchhoffer,	Perley,	Young.
Davis,			

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Perley,—Of A. Leslie Foster, of the City of Ottawa, in the Province of Ontario, and others of elsewhere.

By the Honourable Mr. Legris,—Of Gerard Ruel and others, of the City of Toronto, in the Province of Ontario.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 7th February, 1907.

The Standing Committee on Standing Orders have the honour to make their Seventh Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of the International Paper Company; praying for the passing of an Act reviving certain patents of invention, and for other purposes.

Of the Athabasca Railway Company; praying for the passing of an Act extending the time for the commencement, and empowering them to build a further branch line.

Of John Hall Kelly, of New Carlisle, and others of elsewhere, in the Province of Quebec; praying to be incorporated as the Bonaventure and Gaspé Telephone Company, Limited.

Of the Alberta Central Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway, and confirming certain agreements with the Canadian Pacific Railway, the Grand Trunk Pacific and the Canadian Northern Railway Company, and for other purposes.

Of W. F. Wenwright and others, of the City of Malone and elsewhere; praying to be incorporated as the Malone and Hopkins Point Railway Company.

Of James B. Macdonald and others, of the City of Winnipeg; praying to be incorporated as the Edmonton, Dunvegan and British Columbia Railway Company.

Of Robert D. Fletcher and others, of the City of Winnipeg; praying to be incorporated as the Manitoba Radial Railway Company.

Of the Burrard, Westminster and Boundary Railway Company.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Eighth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8,  
THURSDAY, 7th February, 1907.

The Standing Committee on Standing Orders have the honour to make their Eighth Report.

Your Committee have examined the following Petitions, and find the notices of publication required by the Rules are short in point of time, viz.:—

Of the Accident and Guarantee Company of Canada; praying for an Act empowering them to change their name to the Royal Accident and Guarantee Company of Canada.

Of Frank Fairleigh and others, of the City of Montreal; praying to be incorporated as the Travellers' Indemnity Company of Canada.

Of the Nichols Copper Company, of Laurel Hill, Queen's County, in the State of New York, one of the United States of America; praying for the passing of an Act declaring that the said patents owned by them have not become null and void under the said patent or amendment thereto by reason of any non-manufacture and the Commissioner of Patents, notwithstanding anything in the said Act or amendment thereto, may receive petitions for the making of and may grant orders under Section 7, of Chapter 46, of the Statutes, 3 Edward VII., 1903.

Of the Témiscouata Railway Company; praying for the passing of an Act granting the Company additional powers.

Of the Canadian Northern Railway Company; praying for legislation increasing certain bonding powers, confirming an agreement with the Grand Trunk Pacific Railway Company, authorizing new lines, and extending the time for the commencement and completion of now authorized lines.

Your Committee recommend that Rule 107 be suspended in so far as it relates to the said Petitions, as it will be competent for the Committees to whom the said Bills shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Ninth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 7th February, 1907.

The Standing Committee on Standing Orders have the honour to make their Ninth Report.

Your Committee recommend that the time limited for presenting Petitions for Private Bills be extended to the twenty-third day of February. That the time limited for presenting Private Bills be extended to the second of March next, and also that the time limited for receiving reports from any Standing or Select Committee on a Private Bill be extended to the twenty-third day of March next.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Fiset presented to the Senate, a Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday, the nineteenth instant.

The Honourable Mr. David presented to the Senate, a Bill (S) intituled: "An Act respecting the 'Accident and Guarantee Company of Canada,' and to change its name to the Royal Accident and Guarantee Company of Canada."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday, the nineteenth instant.

The Honourable Mr. David presented to the Senate, a Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in Aid of the Civil Power."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday, the nineteenth instant.

The Honourable Mr. Watson presented to the Senate, a Bill (U) intituled: "An Act to revive certain Patents of the Nichols Copper Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday, the nineteenth instant.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this

House the Orders in Council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, Chapter 25, Section 7, and all Orders in Council passed since 1895, relating to grants of lands for this purpose.

Also copies of all contracts between the Canadian Northern Railway Company and the Government relating to the construction of a line of railway to the Hudson Bay or any portion of the said line of railway.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Wilson,

That the names of the Honourable Senators Roy, Legris, McDonald (Cape Breton) and McSweeney, be added to the Select Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan watershed, east of the Rocky Mountains, west and east of the Hudson's Bay; comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, and that the said Committee be permitted to meet and take evidence during adjournments of the Senate.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of First Report of the Standing Committee on Divorce, to whom was referred the Petition of Osprey George Valentine Spain, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Perley, it was

Ordered, That the same be postponed until Thursday, the twenty-first instant.

Pursuant to the Order of the Day, the Bill (O) intituled: "An Act to incorporate the United Baptist Woman's Missionary Union of the Maritime Provinces," was read a second time.

On motion of the Honourable Mr. Baird, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the second reading of the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company."

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Ross (Halifax), it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (41) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," was read a second time.

On motion of the Honourable Mr. Douglas, seconded by the Honourable Mr. Ross (Halifax), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company,"

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On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Legris, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of Bill (F) intituled: "An Act to amend the Conciliation Act, 1900,"

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. McDonald (C.B.),

That the said Bill be now read a second time.

The Honourable Mr. Coffey moved in amendment, seconded by the Honourable Mr. Ellis,

That the said Bill be not now read a second time, but that it be read a second time this day six months.

After Debate,

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That further Debate on the said motion, in amendment, be postponed until Wednesday, the twentieth instant.

Pursuant to the Order of the Day, the Bill (43) intituled: "An Act respecting the Dominion Central Railway Company," was read a second time.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.



Friday, 8th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	Landry,	Power,
Baker,	Douglas,	Legris,	Riley,
Béique,	Drummond	Lovitt,	Robertson,
Bernier,	(Sir George),	Macdonald (P.E.I.),	Ross (Halifax),
Bolduc,	Edwards,	Mackay (Alma),	Ross (Moosejaw),
Bostock,	Ellis,	McDonald	Roy,
Bowell	Ferguson,	(Cape Breton),	Scott,
(Sir Mackenzie),	Fiset,	McKay (Truro),	Shehyn,
Cartwright	Gibson,	McLaren,	Sullivan,
(Sir Richard),	Gillmor,	McMillan,	Talbot,
Casgrain	Godbout,	McSweeney,	Tessier,
(de Lanaudière),	Jafray,	Mitchell,	Watson,
Cloran,	Jones,	Owens,	Wilson,
David,	Kerr,	Perley,	Yeo,
Davis,	Kirchhoffer,	Poirier,	Young.

PRAYERS.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,  
OTTAWA, 8th February, 1907.

SIR,—I have the honour to inform you that the Honourable Mr. Justice Girouard, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber this afternoon at 4 o'clock, P.M., for the purpose of giving assent to certain Bills, which have passed the Senate and House of Commons during the present Session.

I have the honour to be, Sir,  
Your obedient Servant,

J. HANBURY-WILLIAMS, Colonel,  
*Governor General's Secretary.*

The Honourable  
The Speaker of the Senate.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of R. W. Powell, of the City of Ottawa, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of "The Ottawa Life Insurance Company."

Of A. W. Howell and others, provisional directors of the St. Mary River Bridge Company; praying for the passing of an Act granting your Petitioners permission to use the said bridge for the passage of steam locomotives and trains in addition to the powers already granted by the said Act.

Of Joseph Sirois and others, of the Parish of St. Charles de Caplin, in the County of Bonaventure, in the Province of Quebec; praying that a clause be inserted binding the Atlantic, Quebec and Western Railway Company to pay all claims against the Atlantic, Lake Superior or Baie des Chaleurs Railway; and

Of the St. Maurice Valley Railway Company; praying for the passage of an Act authorizing your Petitioners to issue securities to the extent of thirty-five thousand dollars per mile of their railway.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Tenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 8th February, 1907.

The Standing Committee on Standing Orders have the honour to make their Tenth Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of the Midway and Vernon Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway.

Of the Klondyke Mines Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their railway and confirming a certain issue of bonds and other securities; and

Of the Great West Railway Company; praying for legislation extending the time for the commencement and completion of their railway; empowering them to alter and extend their line of railway and to increase their capital stock and bonding powers.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Eleventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 8th February, 1907.

The Standing Committee on Standing Orders have the honour to make their Eleventh Report.

Your Committee have examined the following Petition:—

Of Henry Blitz, of the City of New York, in the State of New York, one of the United States of America, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Yukon Central Railway Company, and find that the notices of local publication have been duly given, but the notice in the *Canada Gazette* is short in point of time. Your Committee, however, recommend the suspension of the Rule in so far as it relates to the same, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday, the nineteenth instant.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (44) intituled: "An Act respecting the Canada Central Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

With leave of the Senate,

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Ellis,

That Rules 24*b*, 63 and 129 of the Senate be dispensed with in so far as they relate to the said Bill.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (47) intituled: "An Act respecting the London and St. Clair Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a third time on Tuesday, the nineteenth instant.

The Honourable Mr. Young presented to the Senate a Bill (V) intituled: "An Act respecting the Temiscouata Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday, the nineteenth instant.

The Honourable Mr. Scott, Secretary of State, presented to the Senate the census of the Northwest Provinces, Manitoba, Saskatchewan, Alberta, 1906.

1. Population of 1906 compared with 1901.

2. Summary statistics of field crops and live stock.

Ordered, That same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 17a.)*

The Order of the Day being read for the second reading of the Bill (P) intituled: "An Act respecting the Inspection of Electricity."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

Pursuant to the Order of the Day, the Bill (Q) intituled: "An Act respecting the Calgary and Edmonton Railway Company," was read a second time.

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. McSweeney, it was

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Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (11) intituled: "An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company."

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (20) intituled: "An Act to encourage the establishment of Cold Storage Warehouses for the preservation of perishable Food Products."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

Pursuant to the Order of the Day, the Bill (30) intituled: "An Act to incorporate the Women's Art Association of Canada," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the second reading of the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (39) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (45) intituled: "An Act respecting the Athabasca Railway Company."

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Godbout, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (48) intituled: "An Act respecting the Canadian Northern Quebec Railway Company."

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (55) intituled:  
“An Act respecting the Huron and Ontario Railway Company.”

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (57) intituled:  
“An Act respecting the St. Mary's and Western Ontario Railway Company.”

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. McLaren, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (76) intituled:  
“An Act to amend the Northwest Territories Act.”

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (86) intituled:  
“An Act respecting the National Transcontinental Railway.”

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Eighth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Ninth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the second reading of the Bill (12) intituled:  
“An Act to incorporate the Malone and Hopkins Point Railway Company,”

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Ross (Halifax), it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Order of the Day being read for the second reading of the Bill (42) intituled:  
“An Act to incorporate the Eastern Townships Railway Company.”

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Tuesday, the nineteenth instant.

The Senate was adjourned during pleasure.

After some time the Senate resumed.

A Message was brought from the House of Commons by their Clerk, with a Bill (96) intituled: “An Act for granting to His Majesty a certain sum of money for the

public service of the financial period ending the 31st March, 1907," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the 23rd, 24th and 63rd Rules of this House be dispensed with in so far as they relate to the said Bill.

Upon motion the said Bill was then read at length by the Clerk at the Table.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered that the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Senate was adjourned during pleasure.

The Honourable Mr. Justice Girouard, Deputy to His Excellency the Governor General, being seated in front of the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the Deputy Governor's desire that they attend him immediately in this House."

Who being come with their Speaker.

The Clerk of the Crown in Chancery read the Title of the Bill to be passed, as follows:—

"An Act respecting patents of William A. Damen."

To this Bill the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

"In His Majesty's name, His Honour the Deputy Governor doth assent this Bill."

Then the Honourable the Speaker of the House of Commons addressed His Honour the Deputy of His Excellency the Governor General, as follows:—

"MAY IT PLEASE YOUR HONOUR:

"The Commons of Canada have voted certain Supplies required to enable the Government to defray the expenses of the Public Service.

"In the name of the Commons, I present to Your Honour a Bill intituled:—

"An Act for granting to His Majesty a certain sum of money for the public service of the financial period ending 31st March, 1907, to which Bill I humbly request Your Honour's assent."

Then after the Clerk of the Crown in Chancery had read the Title of the Bill.

The Clerk of the Senate, by His Honour's command, did thereupon say:—

"In His Majesty's name His Honour the Deputy of His Excellency the Governor General thanks His Loyal Subjects, accepts their benevolence, and assents to this Bill."

The Deputy Governor was pleased to retire, and

The House of Commons withdrew.

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The Senate resumed.

Then, the Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the Senate do now adjourn.

The question of concurrence being put thereon, the same was unanimously resolved in the affirmative, and

The Honourable the Speaker then declared the Senate continued until Tuesday, the nineteenth day of February instant, at three o'clock in the afternoon.

Tuesday, 19th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Costigan,	Macdonald (P.E.I.),	Power,
Beith,	David,	MacKeen,	Riley,
Béique,	Davis,	McDonald	Robertson,
Bernier,	De Veber,	(Cape Breton),	Ross (Middlesex),
Bolduc,	Douglas,	McGregor,	Ross (Halifax),
Bostock,	Ellis,	McHugh,	Scott,
Bowell	Ferguson,	McKay (Truro),	Shehyn,
(Sir Mackenzie),	Gibson,	McMillan,	Sullivan,
Carling	Gillmor,	McSweeney,	Talbot,
(Sir John),	Godbout,	Merner,	Tessier,
Cartwright	Jones,	Miller,	Thibaudeau
(Sir Richard),	Kirchhoffer,	Mitchell,	(de la Vallière),
Casgrain	Landry,	Owens,	Thompson,
(de Lanaudière),	Legris,	Perley,	Wilson,
Cloran,	Lougheed,	Poirier,	Yeo.
Comeau,	Lovitt,		

#### PRAYERS.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of A. Leslie Foster, M.D., of the City of Ottawa, in the Province of Ontario, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Reliance Life Assurance Company of Canada.

Of Gerard Ruel and others, of the City of Toronto; praying to be incorporated as the St. Leon Railway Company.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Ferguson,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a statement showing the names, christian names, age, and country of origin of all the persons who, coming from the British Isles, from English colonies or from foreign lands, as strangers to Canada, have been placed, whether by Order in Council, by decision of the Militia Council, or otherwise, in any branch whatsoever of the military service of Canada, in the permanent force or in the volunteer force, together with the date of each of these appointments, the nature of the employment, the rank of the holder (before and after his appointment), and the yearly amount which he receives for his services.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.



A Message was brought from the House of Commons by their Clerk with a Bill (13) intituled: "An Act respecting La Compagnie du chemin de fer de Colonisation du Nord," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (24) intituled: "An Act respecting the Orford Mountain Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (29) intituled: "An Act to incorporate the National Accident and Guarantee Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Thibaudeau (de la Vallière), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (37) intituled: "An Act to incorporate the Royal Victoria Life Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bernier, seconded by the Honourable Mr. Owens, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (49) intituled: "An Act respecting the Central Counties Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (52) intituled: "An Act to confirm certain agreements between the British Columbia Electric Railway Company, Limited, the Canadian Pacific Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus, and between the Canadian Pacific Railway Company, the British Columbia Electric Railway Company, Limited, the Vancouver and Lulu Island Railway Company, Lord Strathcona and

Mount Royal, and Richard B. Angus," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (53) intituled: "An Act respecting the Dominion Fire Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Ross (Halifax), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (64) intituled: "An Act to incorporate the Alsek and Yukon Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (65) intituled: "An Act respecting the Annuity Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (74) intituled: "An Act respecting the Athabaska Northern Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Casgrain (de Lanaudière), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (85) intituled: "An Act to amend the Criminal Code," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate a return to an Address of the Senate, dated the 23rd of January, 1907, for a copy of all papers and correspondence having reference to the calling out of militia and to the intervention of the Government in the late strikes and riots in Hamilton and Buckingham. Also giving a statement showing the amounts paid by the Government and municipalities in each case, for the services of the militia in connection with strikes; together with a statement showing in which cases, if any, the Government was recouped by the municipalities, the amount paid the militia, and the amounts.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 68b.)*

Also a return to an Address of the Senate, dated the 29th of January, 1907, for copies of all reports received by the Government or any member thereof, relating to the establishment of an Experimental Branch Farm in Prince Edward Island, and any Order in Council made regarding the same; also a statement showing what tract of land, if any, has been purchased for the purposes of the said farm, where it is located, the number of acres acquired, the price paid for the same, and the name of the vendor.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 149.)*

And also, a return of the names and salaries of all persons appointed or promoted in the Civil Service of Canada, during the calendar year, 1906, pursuant to Chapter 17, Section 58, Subsection 2, Revised Statutes of Canada, 1886.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 139.)*

Pursuant to the Order of the Day, the Bill (47) intituled: "An Act respecting the London and St. Clair Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Eleventh Report from the Standing Committee on Standing Orders.

On motion of the Honourable Mr. McKay (Truro), seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (S) intituled: "An Act respecting the Accident and Guarantee Company of Canada, and to change its name to the Royal Accident and Guarantee Company of Canada," was read a second time.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Béique, it was

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Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the day being read for the second reading of the Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in Aid of the Civil Power,"

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Béique, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (U) intituled: "An Act to revive certain Patents of the Nichols Copper Company,"

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (V) intituled: "An Act respecting the Témiscouata Railway Company," was read a second time.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (P) intituled: "An Act respecting the inspection of Electricity,"

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day, the Bill (11) intituled: "An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company," was read a second time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (20) intituled: "An Act to encourage the establishment of Cold Storage Warehouses for the preservation of perishable Food Products," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Friday next.

Pursuant to the Order of the Day, the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

Pursuant to the Order of the Day, the Bill (39) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company," was read a second time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (45) intituled: "An Act respecting the Athabasca Railway Company," was read a second time.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (48) intituled: "An Act respecting the Canadian Northern Quebec Railway Company,"

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Gibson, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Tuesday next.

The Order of the Day being read for the second reading of the Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company,"

The Honourable Mr. Gibson moved, seconded by the Honourable Mr. Mitchell, That the said Bill be now read a second time.

After Debate,

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

After further Debate,

The question of concurrence being put on the motion for the second reading of the Bill (No. 55) intituled: "An Act respecting the Huron and Ontario Railway Company," the same was resolved in the affirmative, and

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. McMillan, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (57) intituled: "An Act respecting the St. Mary's and Western Ontario Railway Company," was read a second time.

On motion of the Honourable Mr. McKay (Truro), seconded by the Honourable Mr. McMillan, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (76) intituled: "An Act to amend the Northwest Territories Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (86) intituled: "An Act respecting the National Transcontinental Railway," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Thursday next.

Pursuant to the Order of the Day, the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company," was read a second time.

On motion of the Honourable Mr. Cloran, seconded by the Honourable Sir John Carling, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company," was read a second time.

On motion of the Honourable Mr. McHugh, seconded by the Honourable Mr. Talbot, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

With leave of the Senate,

The Honourable Mr. Casgrain (de Lanaudière) moved, seconded by the Honourable Mr. David,

That the third Order of the Day for Wednesday next, For resuming the adjourned debate on the motion of the Honourable Mr. Ferguson,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation, be placed as the last Order for to-day.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The Senate, according to order, resumed the Debate on the said motion,

After further Debate,

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Thompson, it was

Ordered, That further Debate on the said motion be postponed until to-morrow.

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The Honourable Mr. Cloran presented to the Senate a Bill (W) intituled: "An Act to incorporate the Travellers' Indemnity Company of Canada."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Wednesday, 20th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	David,	Lovitt,	Owens,
Beith,	Davis,	Macdonald (P.E.I.),	Perley,
Béique,	De Veber,	Mackay (Alma),	Poirier,
Bernier,	Douglas,	MacKeen,	Power,
Bolduc,	Edwards,	McDonald	Riley,
Bostock,	Ellis,	(Cape Breton),	Robertson,
Bowell	Ferguson,	McGregor,	Ross (Middlesex),
(Sir Mackenzie),	Gibson,	McHugh,	Ross (Halifax),
Carling,	Gillmor,	McKay (Truro),	Scott,
(Sir John),	Godbout,	McLaren,	Shehyn,
Cartwright	Jones	McMillan,	Sullivan,
(Sir Richard),	Kerr	McMullen,	Talbot,
Casgrain	Kirchhoffer,	McSweeney,	Tessier,
(de Lanaudière),	Landry,	Merner,	Thompson,
Cloran,	Legris,	Miller,	Wilson,
Comeau,	Lougheed,	Mitchell,	Yeo.
Costigan,			(

PRAYERS.

The following Petition was brought up and laid on the Table:—

By the Honourable Mr. Kerr,—Of the Corporation of the City of Toronto, in the Province of Ontario.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (40) intituled: "An Act respecting the Indian River Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (43) intituled: "An Act respecting the Dominion Central Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a third time to-morrow.



The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (14) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (J) intituled: "An Act to incorporate the St. Joseph Transportation Company," presented the following report:—

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

WEDNESDAY, February 20th, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (J) intituled "An Act to incorporate the St. Joseph Transportation Company," have in obedience to the order of reference of the 25th of January, examined the said Bill, and now beg leave to report that the promoters have asked leave to withdraw the said Bill. Your Committee recommend that such leave be given.

All which is respectfully submitted.

J. P. B. CASGRAIN,

*Chairman.*

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (K) intituled: "An Act to incorporate the Stratford and St. Joseph Radial Railway Company," presented the following report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

WEDNESDAY, February 20th, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (K) intituled: "An Act to incorporate the Stratford and St. Joseph Radial Railway Company," have in obedience to the reference of the 25th of January last, have examined the said Bill, and now beg leave to report that the preamble of the Bill has not been proved to the satisfaction of your Committee.

The grounds upon which your Committee have arrived at such decision are that the incorporation of the proposed railway is within the legislative jurisdiction of the Province of Ontario.

All which is respectfully submitted.

J. P. B. CASGRAIN,

*Chairman.*

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of The Jordan-Erie Power Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follows:—

Page 2, line 18.—After "Ontario" insert "utilizing for a portion of the route the line of The Jordan Light, Heat and Power Company, as shown on the plan of that Company's works approved by Order in Council, dated the seventh day of July, A.D. 1900, and for another portion of the route the line of The Erie and Ontario Development Company, Limited, and utilizing parts of Fifteen-Mile Creek and of Sixteen-Mile Creek as reservoirs for the Company's water supply, and also."

Page 2, line 23.—After "obtained" insert "Provided also that the works aforesaid and the operation thereof shall not in any way prejudicially affect the works and operations of The Cataract Power Company."

Page 2, line 25.—For "The shareholders" substitute "each and every *bonâ fide* holder of one share or more."

Page 2, line 26.—For "and" substitute "or."

Page 2, line 38.—Leave out from "each" to the end of Clause 6.

Page 2, line 42.—For "*The Companies Act, 1902*," substitute "*The Railway Act*."

Page 3, line 43.—After "Act" insert "and when any provision in any of the said Acts conflicts with any provision in the said letters patent, the provision made by such Act shall prevail."

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the Committee on Standing Orders be instructed to consider the desirability of assimilating the Rules of the Senate with respect to Private Bills and Petitions relating thereto, to those of the House of Commons, and, if they think such assimilation desirable, to report such amendments to the Rules of the Senate as may be necessary to bring it about.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Poirier moved, seconded by the Honourable Mr. Ross (Middlesex),

That it be resolved, That the Senate is of opinion that the time has come for Canada to make a formal declaration of possession of the lands and islands situated in the north of the Dominion, and extending to the North Pole.

After Debate.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Debate be adjourned.

A Message was brought from the House of Commons by their Clerk with a Bill (56) intituled: "An Act to incorporate the Quinze and Blanche River Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (25) intituled: "An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. McHugh, it was

Ordered, That the same be adjourned until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the First Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Kerr, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for Meals for Travellers."

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Merner, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading (Bill F) An Act to amend the Conciliation Act, 1900, and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

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On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That further debate upon the said motion and the motion in amendment be postponed until Friday next.

Pursuant to the Order of the Day, the Bill (76) intituled. "An Act to amend the Northwest Territories Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright

The Senate adjourned.

Thursday, 21st February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Davis,	Lovitt,	Poirier,
Beith,	De Veber,	Macdonald (P.E.I.),	Power,
Bernier,	Douglas,	MacKeen,	Riley,
Bolduc,	Edwards,	McDonald	Robertson,
Bostock,	Ellis,	(Cape Breton),	Ross (Middlesex),
Boucherville, de	Ferguson,	McGregor,	Scott,
(C.M.G.),	Gibson,	McHugh,	Shehyn,
Bowell	Gillmor,	McKay (Truro),	Sullivan,
(Sir Mackenzie),	Godbout,	McLaren,	Talbot,
Carling	Jaffray,	McMillan,	Tessier,
(Sir John),	Jones,	McMullen,	Thompson,
Cartwright	Kerr,	Merner,	Watson,
(Sir Richard),	Kirchhoffer,	Miller,	Wilson,
Comeau,	Landry,	Mitchell,	Yeo,
Costigan,	Legris,	Owens,	Young.
David,	Lougheed,	Perley,	

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By the Honourable Mr. Landry,—Of Edward LeBlanc and others, of the Parish of Maria, in the County of Bonaventure, in the Province of Quebec.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twelfth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Standing Committee on Standing Orders have the honour to make their Twelfth Report.

Your Committee have examined the following Petitions and find that the Rules have been complied with in each case:—

Of the Canadian Northern Quebec Railway Company; praying for legislation extending the time for the commencement and completion of certain of their lines of railway; authorizing certain extension of their lines of railway; giving leasing powers; removing doubts as to bonding powers, and conferring a certain issue of bonds and mortgage.

Of the Canadian Northern Ontario Railway Company; praying for the passing of an Act empowering them to build certain branch lines; extending the time for the

commencement and completion of authorized lines; authorizing them to enter into an agreement with the Canadian Northern Quebec Railway Company and for other purposes.

Of the Athabaska Northern Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their proposed railway.

Of R. W. Powell and others, of the City of Ottawa and elsewhere; praying for the passing of an Act of Incorporation under the name of the Ottawa Life Insurance Company.

Of A. Leslie Foster, M.D., of the City of Ottawa, and others of elsewhere; praying to be incorporated under the name of the Reliance Life Assurance Company of Canada.

Of the British America Assurance Company; praying for legislation confirming and validating certain by-laws passed relating to the capital stock and preference stock of the said company.

Of the British America Assurance Company; praying for the passing of an Act confirming and validating a certain by-law enabling them to deal with those shares of preference stock which had been subscribed for before the passing of the said amending by-law.

Of Gerard Ruel and others, of the City of Toronto; praying to be incorporated as the St. Leon Railway Company.

Of the Grand Trunk Railway Company of Canada; praying for the passing of an Act amending their Act of Incorporation.

Of the Grand Trunk Railway Company of Canada; praying for the passing of an Act amending the Acts relating to the Grand Trunk Railway of Canada Superannuation and Provident Fund.

Of the St. Maurice Valley Railway Company; praying for the passing of an Act authorizing them to issue securities to the extent of (\$35,000) thirty-five thousand dollars per mile of railway.

Of Henry Roy and others, provisional directors of the Crawford Bay and St. Mary's Railway Company; praying for the passing of an Act extending the time for the construction of their proposed railway and for other purposes; and

Of the Grand Valley Railway Company; praying for the passing of an Act empowering them to extend their line of railway and to increase their capital stock.

All which is respectfully submitted.

F. M. YOUNG,  
*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Thirteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Standing Committee on Standing Orders have the honour to make their Thirteenth Report.

Your Committee have examined the following Petitions:—

Of the Lake Superior Power Company; praying for the passing of an Act authorizing them to obtain the approval of the Governor in Council of the site and regulating works at the head of the St. Mary River.

Of the Ontario, Hudson's Bay and Western Railways Company; praying for the passing of an Act extending the time limited for the commencement of the said rail-

way, and for the expenditure of fifteen per cent on the amount of the capital stock thereof shall be extended for a further period of two years, and that the time limited for the completion thereof shall be extended for a further period of five years.

Of the Manitoulin and North Shore Railway Company; praying for the passing of an Act, that the time limited for the commencement of all said lines of railway, except those portions thereof lying between Sudbury and Little Current and Meaford and Owen Sound, respectively, shall be extended for a further period of two years, and that the time limited for the completion thereof shall be extended for a further period of five years.

Of the Algoma Central and Hudson Bay Railway Company; praying for the passing of an Act extending the time for the commencement and completion of their said line of railway; of the St. Mary River Bridge Company; praying for the passing of an Act granting them power to use the said Bridge for the passage of steam locomotives and trains in addition to the powers already granted to them; and

Of Andrew Thomas Drummond, of the City of Toronto, in the Province of Ontario, and others of elsewhere; praying for the passing of an Act of Incorporation under the name of the Winnipeg and Northwestern Railway Company, and find the notice of application in the *Canada Gazette* complete, but the notices in the local newspapers somewhat short in point of time.

Your Committee recommend that Rule 107 be suspended in so far as it relates to the said Petitions, as it will be competent for the Committees to whom the said Bills shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

F. M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fourteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Standing Committee on Standing Orders have the honour to make their Fourteenth Report.

Your Committee have examined the following Petition:—

Of Charles Laurendeau, K.C., and others, of the City of Montreal; praying to be incorporated as the Ontario and Quebec Railway Ferry Company, and find that while the applicants in their notice of application to Parliament, as published in the *Canada Gazette*, ask to be empowered to operate anywhere between Quebec and Kingston, they have only advertised locally in the City of Montreal, whereas Rule 107 (3) requires that they should have advertised in all the localities affected.

Inasmuch, therefore, as the petitioners have only advertised in the City of Montreal, your Committee recommend that the said company be restricted in its operation to points within the District of Montreal on the north side of the River St. Lawrence and points in the County of Chambly on the south side of the same river.

All which is respectfully submitted.

F. M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Committee on Divorce beg leave to make their Second Report, as follows:—

In the matter of the Petition of Celina Kingan Ansley, presently residing at the City of Toronto, in the Province of Ontario; praying for the passing of an Act to dissolve her marriage with George Herbert Ansley, formerly of the said City of Toronto, commercial traveller, now residing in the City of Montreal, in the Province of Quebec, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectively submitted.

J. N. KIRCHHOFFER,

*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Committee on Divorce beg leave to make their Third Report, as follows:—

Your Committee have examined the petition of Florence Sarah Gibb, of the City of Toronto, in the Province of Ontario, for a Bill of Divorce from Henry Havelock Gibb, of the said city, waiter.



The fees required by Rule 140, of the Senate, have not been paid, and the solicitors for the Petitioner have asked leave to discontinue proceedings.

Your Committee recommend that no further proceedings be had in this matter. All which is respectively submitted.

J. N. KIRCHHOFFER,  
*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be taken into consideration by the Senate to-morrow.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Perley presented to the Senate, a Bill (X) intituled: "An Act to incorporate the Reliance Life Assurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Bostock presented to the Senate, a Bill (Y) intituled: "An Act respecting the Midway and Vernon Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Legris presented to the Senate, a Bill (Z) intituled: "An Act to incorporate the St. Leon Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Kerr presented to the Senate, a Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Jaffray presented to the Senate, a Bill (BB) intituled: "An Act respecting the British America Assurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Wilson,

That the Special Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan Watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, be empowered to send for persons, papers and records, and to report from time to time.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. David moved, seconded by the Honourable Mr. Young,

That the fees paid on (Bill J) intituled: "An Act to incorporate the St. Joseph Transportation Company," be refunded to the promoters of the said Bill, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. David moved, seconded by the Honourable Mr. Young, That the fees paid on (Bill K) intituled: "An Act to incorporate the Stratford and St. Joseph Radial Railway Company," be refunded to the promoters of the said Bill, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (40) intituled: "An Act respecting the Indian River Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (43) intituled: "An Act respecting the Dominion Central Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (14) intituled: "An Act respecting the Georgian Bay and Seaboard Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the First Report of the Standing Committee on Divorce, to whom was referred the Petition of Osprey George Valentine Spain, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be now adopted.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Mr. Wilson,

That the Report be not now adopted, but that it be adopted this day six months.

The question of concurrence being put on the motion in amendment, the House divided, and the names being called, they were taken down, as follows:—

#### CONTENTS:

#### The Honourable Messieurs

Bernier,	David,	Legris,	Poirier,
Bolduc,	Ferguson,	Lovitt,	Shelyn,
Boucherville, de.	Godbout,	McMillan,	Tessier,
Comeau,	Jones,	Owens,	Wilson.—18.
Costigan,	Landry,		

## NON-CONTENTS:

## The Honourable Messieurs

Beith,	De Veber,	Lougheed,	Riley,
Bostock,	Douglas,	Mackeen,	Robertson,
Bowell	Edwards,	McKay (Truro),	Ross (Middlesex),
(Sir Mackenzie),	Ellis,	McLaren,	Sullivan,
Carling (Sir John),	Gibson,	McMullen,	Talbot,
Cartwright	Gillmor,	Merner.	Watson, and
(Sir Richard),	Kerr.	Mitchell.	Young.—29.
Davis,	Kirchhoffer,	Perley,	

So it was resolved in the negative.

The question of concurrence being put on the main motion, it was, on the same division reversed, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (13) intituled: "An Act respecting La Compagnie du chemin de fer de Colonisation du Nord," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (24) intituled: "An Act respecting the Orford Mountain Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (29) intituled: "An Act to incorporate the National Accident and Guarantee Company of Canada," was read a second time.

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (37) intituled: "An Act respecting the Royal Victoria Life Insurance Company," was read a second time.

On motion of the Honourable Mr. Bernier, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (49) intituled: "An Act respecting the Central Counties Railway Company," was read a second time.

On motion of the Honourable Mr. Edwards, seconded by the Honourable Sir John Carling, it was

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Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (52) intituled: "An Act to confirm certain agreements between the British Columbia Electric Railway Company, Limited, the Canadian Pacific Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus, and between the Canadian Pacific Railway Company, the British Columbia Electric Railway Company, Limited, the Vancouver and Lulu Island Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus," was read a second time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (53) intituled: "An Act respecting the Dominion Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (64) intituled: "An Act to incorporate the Asek and Yukon Railway Company," was read a second time. .

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (65) intituled: "An Act respecting the Annuity Company of Canada," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Wednesday next.

Pursuant to the Order of the Day, the Bill (74) intituled: "An Act respecting the Athabaska Northern Railway Company," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (85) intituled: "An Act to amend the Criminal Code," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

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Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (W) intituled: "An Act to incorporate the Travellers' Indemnity Company of Canada," was read a second time.

On motion of the Honourable Sir John Carling, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the second reading of the Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in aid of the Civil Power."

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Shehyn, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (U) intituled: "An Act to revive certain patents of the Nichols Copper Company."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (48) intituled "An Act respecting the Canadian Northern Quebec Railway Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (86) intituled "An Act respecting the National Transcontinental Railway."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (N) intituled "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of the Jordan-Erie Power Company.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Pursuant to the Order of the Day, the Senate resumed the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

After further Debate.

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the further Debate on the said motion be postponed until Tuesday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A return (in so far as the Department of the Interior is concerned) to an Address of the Senate, dated the 7th February, 1907, calling for the Orders in Council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, Chapter 25, Section 7, and all Orders in Council passed since 1895, relating to grants of lands for this purpose.

Also copies of all contracts between the Canadian Northern Railway Company and the Government relating to the construction of a line of railway to the Hudson Bay or any portion of the said line of railway.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 157.)*

The Honourable Mr. Watson presented to the Senate, a Bill (CC) intituled: "An Act for the relief of Osprey George Valentine Spain."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 22nd February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Macdonald (P.E.I.),	Perley,
Beith,	De Veber,	Mackay (Alma),	Poirier,
Bernier,	Douglas,	MacKeen,	Power,
Bolduc,	Edwards,	McDonald	Riley,
Bostock,	Ellis,	(Cape Breton),	Robertson,
Boucherville, de	Ferguson,	McGregor,	Ross (Middlesex),
(C.M.G.),	Gibson,	McHugh,	Scott,
Bowell	Gillmor,	McKay (Truro),	Shehyn,
(Sir Mackenzie),	Godbout,	McLaren,	Sullivan,
Carling	Jaffray,	McMillan,	Talbot,
(Sir John),	Jones,	McMullen,	Tessier,
Cartwright	Kerr,	McSweeney,	Thompson,
(Sir Richard),	Kirchhoffer,	Merner,	Watson,
Cloran,	Landry,	Miller,	Wilson,
Comeau,	Legris,	Mitchell,	Yeo,
Costigan,	Lougheed,	Owens,	Young.
David,	Lovitt,		

#### PRAYERS.

The following Petition was brought up, and laid on the Table:—

By the Honourable Mr. Kerr,—Of Philip J. Green, of the Town of Sudbury, in the Province of Ontario, and others of elsewhere.

Pursuant to the Order of the Day, the following Petition was read:—

Of the Corporation of the City of Toronto; praying that an Act be passed enabling your Petitioners and the said railway companies therein mentioned, jointly, or either of them, to build the said bridge, pending the said litigation, and to provide for the payment thereof.

The Honourable Mr. Talbot presented to the Senate, a Bill (DD) intituled: "An Act respecting the Alberta Central Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

His Honour the Speaker presented to the Senate,—The Annual Statement of the Affairs of "The British Canadian Loan and Investment Company, Limited," for the year ended the 31st December, 1906.

Also, a list of the shareholders on December 31st, 1906, in accordance with Section 33, Chapter 57, of 40 Victoria.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 152.*)

Pursuant to the Order of the Day, the Bill (P) intituled: "An Act respecting the inspection of Electricity," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (20) intituled: "An Act to encourage the establishment of Cold Storage and Warehouses for the preservation of Perishable Food Products."

*(In the Committee.)*

After some time the House resumed, and

The Honourable Mr. Ellis reported, from the said Committee, that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Pursuant to the Order of the Day, the Bill (56) intituled: "An Act to incorporate the Quinze and Blanche River Railway Company," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (25) intituled: "An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading of Bill (F) intituled: "An Act to amend the Conciliation Act, 1900," and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Thirteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Fourteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Report be adopted.



Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Third Report of the Standing Committee on Divorce, to whom was referred the Petition of Florence Sarah Gibb.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed, That the said Report be now adopted.

Which being objected to;

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (85) intituled: "An Act to amend the Criminal Code."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b*, 30 and 63 of the House be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st February, 1907.

The Committee on Divorce beg leave to make their Fourth Report, as follows:—

In the matter of the Petition of George William Hadley; praying for the passing of an Act to dissolve his marriage with Isabella Clarke Hadley, and for such further and other relief as to the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,  
*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be taken into consideration by the Senate on Thursday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and  
Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at eight o'clock in the evening.

Tuesday, 26th February, 1907.

The Senate met at Eight o'clock in the Evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Lovitt,	Power,
Baker,	Davis,	Macdonald (P.E.I.),	Riley,
Beith,	De Veber,	Mackay (Alma),	Robertson,
Béique,	Douglas,	MacKeen,	Ross (Middlesex),
Bernier,	Drummond.	McDonald	Ross (Moosejaw),
Bolduc,	(Sir George),	(Cape Breton),	Roy,
Bostock,	Edwards,	McGregor,	Scott,
Boucherville, de	Ellis,	McHugh,	Sullivan,
(C.M.G.),	Ferguson,	McKay (Truro),	Talbot,
Bowell	Fiset,	McLaren,	Tessier,
(Sir Mackenzie),	Gillmor,	McMillan,	Thibaudeau
Carling	Jones,	McMullen,	(de la Vallière),
(Sir John),	Kerr,	McSweeney,	Thibaudeau
Casgrain	King,	Merner,	(Rigaud),
(de Lanaudière),	Kirchhoffer,	Mitchell,	Watson,
Cloran,	Landry,	Owens,	Wilson,
Comeau,	Legris,	Perley,	Yeo,
Costigan,	Lougheed,	Poirier,	Young.

PRAYERS.

With leave of the Senate,

The Honourable Mr. Edwards moved, seconded by the Honourable Sir John Carling,

That Rules 24a and 112 of the Senate be suspended in so far as they relate to the Petition of Charles M. Hays and others, of the City of Montreal.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then the Honourable Mr. Edwards presented the Petition of Charles M. Hays and others, of the City of Montreal; praying for the passing of an Act incorporating them as the Ottawa Terminal Railway Company.

The same was then laid on the Table.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of Edward LeBlanc and others, of the Parish of Maria, in the County of Bonaventure; praying that a clause be inserted in the Atlantic, Quebec and Western Railway Bill, binding them to pay all claims due by the Atlantic and Lake Superior or the Bais des Chaleurs Railway Company; and

Of Philip J. Green, of the Town of Sudbury, in the Province of Ontario, and others of elsewhere; praying for an Act of extension of time, notwithstanding anything in the said letters patent, under Section 44 of the Patent Act, 1906.

The Honourable Mr. Ellis, from the Joint Committee of the Senate and House of Commons on the Printing of Parliament, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM,

FRIDAY, February 22nd, 1907.

The Joint Committee on the Printing of Parliament, beg leave to present the following as their Second Report:—

The Committee carefully examined the following documents, and recommend that they be printed:—

106. Return to an Address of the Senate, dated the 19th June, 1906, for copies of all Correspondence between the Imperial authorities and the Government of Canada relating to the uniform to be worn upon state occasions by Privy Councillors of the Cabinet, Privy Councillors not of the Cabinet, Deputy Heads of Departments, and by any other of the Government officials.—(*Sessional Papers.*)

116. Return to an Order of the House of the 26th March, 1906, for a Statement containing the following information concerning the water-powers in the possession and under the control of the Dominion Government:—

1. The Province and the locality within the Province where the water-power is situated.

2. A summary of the report or reports made to the Government on such water-power, if any report has been made, with date of the report and name of the party who has reported.

3. The power susceptible of being developed.

4. If under lease or alienated in any way, the name of lessee or purchaser, dates, duration and condition of lease or purchase.

5. If under lease or alienated, whether public tenders were called for through the newspapers before lease or alienation took place.

6. If under lease or alienated, whether any report was sought and obtained by the Government previous to such alienation, and by what officer such report was made to the Government, and the purport of such report, as well as its date.

7. If under lease or alienation in any way, the amount due the Government for rent or price of sale and arrears.

8. If under lease or alienated, whether the conditions of alienation have been fulfilled. (*Sessional Papers and Distribution.*)

The Committee recommend that the following documents be not printed:—

61a. Orders in Council relative to the appointment of Commissioners under the provisions of Chapter 10 of the Acts of 1899, intituled: "An Act respecting the City of Ottawa."

62c. Return to an Address to His Excellency the Governor General of the 18th December, 1906, for a copy of all Orders in Council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway, designated as "District F," from a point at or near the City of Winnipeg, to a point known as Peninsular Crossing, near the junction point of the Fort William Branch of the Grand Trunk Pacific Railway, a distance of about 245 miles.

62d. Return to an Address to His Excellency the Governor General of the 17th December, 1906, for a copy of all Orders in Council, advertisements for tenders,

tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway designated as "District B," beginning at the north end of the Quebec Bridge and Railway Company's bridge, in the vicinity of the City of Quebec, to a point near La Tuque, a distance of about 150 miles.

91c. Return to an Address to His Excellency the Governor General of the 9th January, 1907, for a copy of all Orders in Council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and documents of every description, relating to or treating of (a) the granting of a closed grazing lease to Brown, Bedingfield, *et al*; (b) the enjoyment of and payment for the privileges granted under said lease.

103. Return to an Order of the House of the 10th December, 1906, Showing the local and general tariffs of each and every through transportation line, railway or steamship line, giving in details the rates upon each class of commodity from station to station; and also upon commodities passing through Canada, or from Canada to foreign countries, or to Great Britain and Ireland.

104. Return to an Order of the House of the 3rd December, 1906, Showing for five years past the annual shipments across the Atlantic of: butter, cheese, apples, pears, other fruits and other products, classifying them (a) in cold storage; (b) in cool air compartments; (c) in ordinary storage.

105. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council, reports, letters, telegrams, correspondence, memoranda and other documents and papers relating to or in any way touching the purchase or acquisition of land in or near the City of Halifax, since 1st January, 1902, for the purpose of constructing thereon a round-house or machine shop.

107. Return to an Address of the Senate, dated the 7th December, 1906, for copies of all Correspondence respecting a site or sites for a public building in the Town of Glace Bay, Nova Scotia, between any Member of the Government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the Government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites.

108. Return to an Address of the Senate, dated the 5th December, 1906, for a copy of all the Correspondence exchanged between the Department of Marine and Fisheries, or any person or any company whatsoever on the subject of the stranding at Matane of the steamer *Kensington*, as well as of the enquiry which has been made into this subject and of the judgment rendered by the commissioner making the enquiry.

109. Return to an Address of the Senate, dated the 28th November, 1906, of Imports of oxide of aluminum for the years 1903, 1904, 1905 and to date, 1906, with values.

109a. Return to an Order of the Senate, dated the 28th November, 1906, of Aluminum exported for the years 1903, 1904, 1905 and to date, 1906, with values.

110. Supplementary Return to an Order of the House of the 14th March, 1906, Showing in the case of every homestead against which, during the years 1904 and 1905, a report of non-compliance with the law, or a demand for cancellation has been received by the Dominion land office or offices; giving (a) the location of said quarter-section, range, township, and meridian; (b) the name and address of the party by whom the original entry was made; (c) the name and address of the party or parties (if there have been several) who endeavoured to lodge cancellations; (d) the reason alleged by complainants why cancellation of entry should be allowed; (e) whether warning of threatened cancellation was served upon the alleged delinquent; (f) the action taken by the department in each case.

111. Return to an Address to His Excellency the Governor General of the 10th December, 1906, for a copy of all Orders in Council, agreements, contracts, reports,

telegrams, letters, and other documents, relating to any agreement between the Government, or any Department of the Government, and Mr. W. A. D. Lees, or any other person or persons, for fencing a part or tract of land near Fort Saskatchewan, in Alberta; and all such documents and papers aforesaid, relating to the maintenance of such fence.

112. Return to an Order of the House of the 17th December, 1906, for a copy of the Ordinance or Regulation of the Canadian Militia by which young men following the three months' short course, day attendance, are stipulated as having no right to any indemnity for their services; also a copy of the Ordinance or Regulation of the Canadian Militia by which young men from the country are not entitled to any pay for provisionary course, night attendance.

113. Extract from a Report of the Committee of the Privy Council, approved by the Governor General on the 24th day of December, 1906, in relation to the leasing of the Beauharnois Canal, in order to its utilization for the development of electricity for lighting and industrial purposes.

114. Return to an Order of the House of the 14th January, 1907, Showing:

1. All amounts which have been since 1st July, 1904, expended, chargeable to capital account, upon the strengthening of bridges along the line of the Government Railways.

2. The estimated cost of each work, which it is proposed to carry on during the fiscal year 1907-8.

115. Return to an Order of the House of the 14th January, 1907, for a copy of all Correspondence, petitions and other papers, addressed to, or received by the Department of Railways and Canals, from any persons, organizations, or associations, asking for the institution of a system of annuities for employees on the Intercolonial Railway.

116*a*. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for: 1. A copy of the contract or agreement by which the Government has leased or alienated the water-powers on the Soulanges canal; of the tenders, if any were invited, before the disposal of said water-powers; and of any and all correspondence concerning the said powers before the disposal of the same by the Government.

2. A copy of the Order in Council disposing of said water-powers.

3. A copy of all transfers of said water-powers since the original alienation of the same; of all correspondence relating to said transfers; and of Orders in Council authorizing or ratifying said transfers.

4. A copy of all reports and estimates in the possession of the Government in regard to the extent and value of water-powers on the Soulanges canal.

116*b*. Return to an Order of the House of the 10th December, 1906, Showing:

- (1) The water-powers, and location of same, along the Trent Canal waterways, still in possession of the Government of Canada; (2) those along tributary waters under the same control; (3) the water-powers that have been leased, or otherwise disposed of; (4) the terms in each case; (5) the nature of the title in each instance.

117. Return to an Order of the House of the 5th December, 1906, for a copy of all Letters, telegrams or documents of any description, relating to (*a*) the appointment of Mr. F. W. Aylmer to the position of resident engineer of the Dominion Public Works at Winnipeg; and (*b*) his resignation of said position, together with all letters, telegrams, &c., interchanged between Mr. Aylmer and any official of the Public Works Department, in this connection.

118. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Correspondence, tenders, offers of lease or purchase or occupation, of water-powers under the control of the Government of Canada, and of any deed of alienation of the same, whether by lease or otherwise, situate within One hundred miles of the City of Montreal.

119. Return to an Order of the House of the 9th January, 1907, for a copy of all Papers and correspondence in connection with registered letters lost between Bethany

and Millbrook, and other points in the County of Durham; more especially concerning a letter posted by one Joseph Hadden, of Bethany, to the Bank of Toronto, at Millbrook.

120. Return to an Order of the House of the 3rd December, 1906, for a copy of all Thermograph records of temperature on ocean-going vessels taken during the past season; stating names of vessel, and date of sailing, and port from whence sailing; also, stating if in cold storage chambers, cool air chambers, ventilated chambers, or unventilated chambers; also, in case of ventilated chambers, stating the method of ventilation.

121. Return to an Address to His Excellency the Governor General of the 17th December, 1906, for a copy of: 1. All reports made from time to time by the officers of the Topographical Surveys Branch of the Department of the Interior, in reference to land in Townships 10, 11, 12 and 13, Ranges 7, 8, 9, 10, 11, 12 and 13, west of the 4th, and Townships 7, 8 and 9, Ranges 8, 9, 10 and 11, west of the 4th.

2. Orders in Council dated the 13th December, 1886, and 21st December, 1897, setting apart certain lands, viz.: those portions of the south half of section 7, the northwest quarter of section 9, and section 21, lying south and east of the river, Township 12, Range 12; that part of section 35 lying south and east of the river, Township 11, Range 13, and those portions of sections 1 and 2, lying east of the river in Township 12, Range 13, all west of the 4th meridian, as reserved for watering of stock.

3. Report of inspection referred to in Order in Council of 21st December, 1903, showing that the land referred to in Orders in Council dated 13th December, 1886, and 21st December, 1897, were no longer required for the purpose for which they were reserved.

4. All other reports made from time to time to date by officers of the Department of the Interior regarding the character and fertility of the soil, climate, rainfall, water supply, or topographical features of the area, or any part of the area described in paragraph 1 of this resolution.

122. Orders in Council authorizing the granting of permits to Foreigners and Foreign Corporations to bring fresh fish in American bottoms to any port in British Columbia, to land such fresh fish at such port without payment of duties and tranship the same in bond to any part of the United States of America, &c.

123. Return to an Order of the House of the 28th November, 1906, for a copy of all Correspondence between the Government, or any Member or official thereof, and any Member of the Royal Insurance Commission, or Mr. Shepley, K.C., or Mr. Tilley, barrister, or any other person employed by or on behalf of the Government, relating in any way to the work of the Commission, to the subjects and methods of conducting the enquiry, to suggestions as to what witnesses be called, what information be sought, and from whom; together with any reports received or transmitted in reference to the above; and also, for a copy of all instructions issued by the Government, or any Member thereof, to the Commission, or any counsel employed thereat.

124. Return to an Address of the Senate, dated the 16th January, 1907, for a Statement showing: The tenders called for the supply of sleepers for any part whatsoever of the Transcontinental Railway by the Commissioners of the Transcontinental Railway.

Who are the tenderers.

What are the prices asked by each of them.

Who obtained the contract.

At what price and for what quantity.

Has the contractor begun the execution of his contract.

What quantity has he delivered up to this date.

To whom, and at what place.

What amount of money has he received in payment.

125. Return to an Order of the House of the 18th December, 1906, for a copy of all Correspondence between the five companies and the one individual whose hydraulic

mining leases were cancelled during the past year, and the Government, or any Department thereof.

126. Return to an Order of the House of the 16th January, 1907, for a copy of all Papers and correspondence during the past year in connection with the leasing of all lands adjacent to Lake Manitoba for sporting or other purposes.

128. Return to an Order of the House of the 3rd December, 1906, Showing the number of acres of Indian lands sold in each year since 1896, with the price received per acre, and where selected in each case; a statement of the manner in which said lands were sold in each case per acre, whether by public tender or private sale. If sold by tender, in how many papers were advertisements printed, in each case; also, giving the number of days from first appearance of such notice until tenders were closed, in each case; the amount paid the Indians, the expenses connected with the sales, and where the balance of these sales were deposited; also, a copy of all leases given by this Government of Indian lands in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, since 1896; with a statement showing how such lands were leased, either by public tender or by private arrangement.

129. Return to an Order of the House of the 9th January, 1907, Showing:

1. How many cheese curing buildings in all have been erected or provided by the Government.

2. Where they are located.

3. The cost of each one, including care, and any other expense or expenses in connection therewith.

4. The charge, if any, made to the users of them.

5. What amount the Government paid for transporting cheese from the factory to the curing rooms. The cost in connection with each factory, and the aggregate of all such costs up to date.

6. Who paid the charge for transportation from curing room when shipping; and if paid by the Government, the aggregate of such costs to date.

7. The number of cheese manufacturers who have taken advantage of these curing rooms, and how many cheese have been stored by each, year by year, and the length of time each consignment has remained in the curing room.

8. The intention of the Government to continue the use of these curing rooms for the future, or to extend them.

9. What disposition to be made of these now owned by the Government.

130. Return to an Order of the House of the 12th December, 1906, for a copy of all Papers, and correspondence between the Department of Marine and Fisheries and any person or persons, with reference to the sending of assistance and lifeboats to the relief of vessels recently wrecked on the north side of Prince Edward Island; and also, papers and correspondence with reference to establishing life-saving stations and appliances at different points around the coast of Prince Edward Island.

131. Return to an Order of the House of the 3rd December, 1906, for a copy of all Correspondence and documents on file referring to the sale of any timber upon what is known as the "Light House" reserve, on Hope Island, in the Georgian Bay.

132. Copies of all Correspondence between the Clerk of the Senate, and the Department of the Auditor General, and that of the Department of Justice, relating to the payment of sessional indemnity and travelling expenses to Senators.

134. Return to an Order of the House of the 30th January, 1907, for a copy of all Accounts, vouchers, correspondence, documents and papers relating to the purchase of supplies forwarded or intended to be forwarded to Kingston, Jamaica, for the relief or assistance of sufferers from the recent disaster in that city.

135. Return to an Address of the Senate, dated the 23rd February, 1907, Asking for the production before the House of all papers, orders, rules, charges, reports of enquiries, evidence, and judgment rendered, by any council of war or court-martial whatsoever, concerning a soldier of the Ordnance Corps by the name of Téléphone Roy, at Quebec, accused and found guilty of any offence whatsoever, and sentenced



on that account to cells and hard labour; together with all documents relating to this matter, before and after the charge and the judgment of the military court; the names of the complainant, of the officers who sat on the court-martial, of the defender of the accused, of those who confirmed the judgment; and a copy of the record upon which were based both the judgment of the court-martial and the confirmation by superior authority of the judgment rendered.

136. Return to an Address to His Excellency the Governor General of the 10th December, 1906, for a copy of all Orders in Council, contracts, reports of experts or officials, and of all correspondence relating to the adoption and purchase of 250 sub-target guns, by the Department of Militia, and especially all letters passing between the Ontario Sub-Target Company (Limited), Mr. J. H. Jewell, Mr. Hartley Dewart, K.C., or any director or shareholder of the Sub-Target Company, and the Minister of Militia, or his private secretary, in reference to purchases or contracts, or agreements to purchase, either proposed or consummated, and payments made thereon or in pursuance thereof.

137. Return to an Address to His Excellency the Governor General of the 30th January, 1907, for a copy of Documents relating to the Matlakatla Indian Reserve, that is to say, a certain agreement with the Province of Prince Edward Island in or about the year 1876, and mentioned in an Order in Council bearing date 2nd April, 1906, the said Order in Council and all recent correspondence dealing with the Reserve.

138. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, documents and papers, in connection with the sale or grant by the Government of Canada, or any department thereof, since 1st January, 1905, of any public lands or public domain, other than to actual settlers.

139. Return of the names of all persons appointed to or promoted in the Civil Service of Canada, during the calendar year 1906.

140. Return to an Address to His Excellency the Governor General of the 28th January, 1907, for a copy of all Orders in Council, rules, or regulations governing the operation and management of the Government Printing Bureau.

141. Return to an Order of the House of the 3rd December, 1906, for a copy of all Correspondence concerning the retirement from office of Mr. Talbot, late Postmaster at Cannington, Ontario.

142. Return to an Order of the House of the 30th January, 1907, Showing what life-saving stations are maintained on the sea coasts and inland waters of Canada, when the same were erected, respectively, and at what cost, respectively, and the cost of maintenance of each of same, during the last ten years.

All of which is respectfully submitted.

JOHN V. ELLIS,  
*Chairman.*

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said Report be taken into consideration by the Senate on Friday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (EE) intitled: "An Act to incorporate the Winnipeg and Northwestern Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (FF) intitled: "An Act respecting the Algoma Central and Hudson Bay Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (HH) intituled: "An Act respecting the Lake Superior Power Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Ross (Middlesex), presented to the Senate a Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

Pursuant to the Order of the Day, the Bill (86) intituled: "An Act respecting the National Transcontinental Railway," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of the Jordan-Erie Power Company."

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. David,

That the said Bill be now read a third time.

With leave of the Senate,

The said motion was withdrawn.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same, be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (20) intituled: "An Act to encourage the establishment of Cold Storage Warehouses for the preservation of perishable Food Products," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for putting the House into a Committee of the Whole on Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Inter-colonial Railway System to the City of Montreal."

*(In the Committee.)*

Title read and postponed.

Preamble read and postponed.

First section read, considered, and postponed.

After some time the House resumed, and

The Honourable Mr. Wilson, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again Friday next.

The Order of the Day being read for putting the House into a Committee of the Whole on Bill (76) intituled: "An Act to amend the Northwest Territories Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (X) intituled: "An Act to incorporate the Reliance Life Assurance Company of Canada," was read a second time.

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Owens, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (Y) intituled: "An Act respecting the Midway and Vernon Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (Z) intituled: "An Act to incorporate the St. Leon Railway Company."

On motion of the Honourable Mr. Légris, seconded by the Honourable Mr. Talbot, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (BB) intituled: "An Act respecting the British America Assurance Company," was read a second time

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the second reading of the Bill (CC) intituled: "An Act for the relief of Osprey George Valentine Spain."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in aid of the Civil Power."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Béique, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate resumed the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

After Debate,

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That further Debate on the said motion be postponed until Thursday next.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (P) intituled: "An Act respecting the inspection of Electricity,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

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Pursuant to the Order of the Day, the Bill (DD) intituled: "An Act respecting the Alberta Central Railway Company," was read a second time.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Wednesday, 27th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Lovitt,	Power,
Baker,	David,	Macdonald (P.E.I.),	Riley,
Beith,	De Veber,	Mackay (Alma),	Robertson,
Biéque,	Douglas,	MacKeen,	Ross (Middlesex),
Bernier,	Drummond	McDonald	Ross (Moosejaw),
Bolduc,	(Sir George),	(Cape Breton),	Roy,
Bostock,	Edwards,	McGregor,	Scott,
Boucherville, de	Ellis,	McHugh,	Shehyn,
(C.M.G.),	Ferguson,	McKay (Truro),	Sullivan,
Bowell	Fiset,	McLaren,	Talbot,
(Sir Mackenzie),	Gillmor,	McMullen,	Tessier,
Carling	Jones,	McSweeney,	Thibaudeau
(Sir John),	Kerr,	Merner,	(de la Vallière),
Cartwright	King,	Miller,	Thibaudeau
(Sir Richard),	Kirchhoffer,	Mitchell,	(Rigaud),
Casgrain	Landry,	Owens,	Wilson,
(de Lanaudière),	Legris,	Perley,	Yeo,
Cloran,	Lougheed,	Poirier,	Young.
Comeau,			

PRAYERS,

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Kirchhoffer,—Of the Legislative Assembly of Manitoba (Two Petitions).

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraph and Harbours, to whom was referred the Bill (52) intituled: "An Act to confirm certain agreements between the British Columbia Electric Railway Company, Limited, the Canadian Pacific Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus, and between the Canadian Pacific Railway Company, the British Columbia Electric Railway Company, Limited, the Vancouver and Lulu Island Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Q) intituled: "An Act respecting the Calgary and Edmonton Railway Company," reported that they had

gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (41) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Douglas, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (11) intituled: "An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Legris, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (39) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (57) intituled: "An Act respecting the St. Mary's and Western Ontario Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (24) intituled: "An Act respecting the Orford Mountain Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (45) intituled: "An Act respecting the Athabasca Railway Company," reported that they had gone through

the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (49) intituled: "An Act respecting the Central Counties Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Edwards, seconded by the Honourable Sir John Carling, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (74) intituled: "An Act respecting the Athabaska Northern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Merner, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (64) intituled: "An Act to incorporate the Asek and Yukon Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (13) intituled: "An Act respecting La Compagnie du chemin de fer de Colonisation du Nord," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (25) intituled: "An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (V) intituled: "An Act respecting the Témiscouata Railway Company," reported that they had gone



through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 23.—After “1” insert “Pending the issue of the said consolidated mortgage income bonds.”

Page 2, line 16.—Leave out “unregistered.”

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (56) intituled: “An Act to incorporate the Quinze and Blanche River Railway Company,” reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:

Add the following as Clause 15:—

“15. The Company and its undertaking shall be subject to such provisions of any general Act now or hereafter passed by the legislatures of the Provinces of Ontario or Quebec as provide, in the interest of public health or safety, for the control and regulation of the transaction, distribution or supply of electricity in any form.”

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate tomorrow.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Lougheed, That an Order of the Senate do issue for a return giving the following information:—

1. How many men are now or have been employed on the Government steamer *Montcalm*, giving the name of each, the date of his employment, the nature of his duties, the amount of his remuneration, and stating in each case whether the employment has been permanent or temporary.

2. What service or services has the said steamer been engaged in, since her construction. If there have been different services the statement to show definitely the time devoted to each service.

3. At what places in the St. Lawrence or elsewhere has the said steamer operated in ice-breaking, and to what extent has such operation resulted in opening passages for ordinary shipping.

4. What has been the total cost of maintenance of said steamer, including wages, fuel, repairs, board of crew, and other expenses, from the time she commenced service (the date to be stated) up to the 25th instant.

5. And showing the tonnage, horse-power, and original cost of said steamer.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Ellis,

That Rule 119 be suspended in so far as it relates to Bill (AA) intituled: “An Act to incorporate the Ottawa Life Insurance Company,” so that the said Bill may

be considered at the next meeting of the Standing Committee on Banking and Commerce.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk, with a Bill (79) intituled: "An Act respecting the Great West Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (58) intituled: "An Act to incorporate the Western Rivers Improvement Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (78) intituled: "An Act respecting the Canadian Pacific Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (80) intituled: "An Act to incorporate the Prudential Financial Society," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (54) intituled: "An Act to incorporate the Edmonton, Dunvegan and British Columbia Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and Surveyors entitled to make such Surveys," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (28) intituled: "An Act to incorporate the Residential Fire Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (15) intituled: "An Act respecting the Joliette and Brandon Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Riley, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (71) intituled: "An Act to incorporate the Burrard, Westminster Boundary Railway and Navigation Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Riley, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be read a second time on Friday next.

The Order of the Day being read for the third reading of the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of the Jordan-Erie Power Company."

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Ellis,

That the said Bill be now read a third time.

The Honourable Mr. Power moved in amendment, seconded by the Honourable Mr. Roy,

That the said Bill be not now read the third time, but that it be further amended by adding the following words to Section 7 as amended: "to an amount not exceeding eight millions of dollars, being one million dollars less than the combined authorized issues of the two amalgamated companies."

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being then put on the main motion as amended, the same was resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the third reading of Bill (CC) intituled: "An Act for the relief of Osprey George Valentine Spain,"

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. McLaren, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. McLaren,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Osprey George Valentine Spain praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for meals for Travellers."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Roy, it was

Ordered, That the same be postponed until Tuesday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (68) intituled: "An Act to establish the Inter-colonial and Prince Edward Island Railways Employees' Provident Fund."

*(In the Committee.)*

Title read and postponed.

Preamble read and postponed.

First section read and agreed to.

Second section read and agreed to with the exception of paragraphs (c) and (h), which were postponed.

Sections three to nine, inclusive, read and agreed to.

Section ten read and postponed.

Sections eleven and twelve read and agreed to.

Section thirteen read and postponed.

Section fourteen read and agreed to.

Section fifteen read and postponed.

Section sixteen read and agreed to.

Section seventeen read and postponed.

Section eighteen read and postponed.

Section nineteen and the remaining sections of the Bill read and agreed to.

After some time the House resumed, and

The Honourable Mr. Sullivan, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

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Pursuant to the Order of the Day, the Bill (U) intituled: "An Act to revive certain Patents of the Nichols Copper Company," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (33) intituled: "An Act respecting the Inspection of Meats and Canned Foods."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (76) intituled: "An Act to amend the Northwest Territories Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the active militia in aid of the civil power."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (P) intituled: "An Act respecting the Inspection of Electricity."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 28th February, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	Lovitt,	Power,
Baker,	Douglas,	Macdonald (P.E.I.),	Riley,
Beith,	Drummond	MacKeen,	Robertson,
Béique,	(Sir George),	McDonald	Ross (Middlesex),
Bernier,	Edwards,	(Cape Breton),	Ross (Moosejaw),
Bolduc,	Ellis,	McGregor,	Roy,
Bostock,	Ferguson,	McHugh,	Scott,
Boucherville, de	Fiset,	McKay (Truro),	Shehyn,
(C.M.G.),	Gibson,	McLaren,	Sullivan,
Bowell	Gillmor,	McMillan,	Talbot,
(Sir Mackenzie),	Jaffray,	McMullen,	Tessier,
Carling	Jones,	McSweeney,	Thibaudeau
(Sir John),	Kerr,	Merner,	(de la Vallière),
Cartwright	King,	Miller,	Thibaudeau
(Sir Richard),	Kirchhoffer,	Mitchell,	(Rigaud),
Cloran,	Landry,	Owens,	Wilson,
Comeau,	Legris,	Perley,	Yeo,
Costigan,	Lougheed,	Poirier,	Young.
David,			

PRAYERS.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (S) intituled: "An Act respecting the Accident Guarantee Company of Canada, and to change its name to the Royal Accident and Guarantee Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (65) intituled: "An Act respecting the Annuity Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (37) intituled: "An Act respect-

ing the Royal Victoria Life Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Bernier, seconded by the Honourable Mr. Baird, it was

Ordered, That the said Bill be read a third time on Wednesday next.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (29) intituled: "An Act to incorporate the National Accident and Guarantee Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 20.—For "ten" substitute "twenty-five."

Page 3, line 44.—For "*See*" substitute "*The*."

Page 4, line 6.—Leave out clauses "12" and "13."

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. McMullen, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (53) intituled: "An Act respecting the Dominion Fire Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 23.—After "by" insert "striking out the words 'some place in the City of Vancouver,' in the fifth and sixth lines thereof and substituting therefor the words 'the head office' and by."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Honourable Mr. McKay (Truro), from the Standing Committee on Banking and Commerce, to whom was referred the Bill (L) intituled: "An Act respecting the Traders Fire Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 21.—For "The shareholders" substitute "each shareholder," for "are" substitute "is."

Page 1, line 22.—For "holders respectively" substitute "the holder."

Page 1, line 23.—Leave out from "as" to "in" and substitute "he holds."

Page 1, line 25.—For "shareholders respectively" substitute "shareholder."

Page 1, line 27.—For “shareholders” substitute “a shareholder.”

Page 1, line 29.—For “them respectively” substitute “him.”

Page 2, line 15.—For “30” substitute “150,” leave out “Clauses.”

Page 2, line 43.—For “ten” substitute “twenty-five.”

Page 2, line 47.—For “and branch offices” substitute “but local advisory.”

Page 3, line 20.—Leave out Clauses 13 and 14.

Page 3, line 34.—Leave out “purposes.”

Page 3, line 37.—After “expedient” leave out all the words to the end of Clause 15, and substitute therefor:—“but the annual value of such property held in any Province of Canada shall not exceed ten thousand dollars except in the Province of Ontario where it shall not exceed twenty-five thousand dollars.”

“2. Sections 209, 210 and 211 of *The Companies Act* shall apply to the Company.”

Page 3, line 46.—For Clause 16 substitute the following:—

“16. Part II. of *The Companies Act*, except Sections 125, 141 and 165 thereof, and except such provisions thereof as are inconsistent with *The Insurance Act* or with this Act, shall apply to the new Company.”

Page 3, line 50.—After Clause 16 insert Clauses “A,” “B” and “C”:—

*Clause “A.”*

“This Act and the Company hereby incorporated and the exercise of the powers hereby conferred shall be subject to the provisions of *The Insurance Act* and of any amendments thereof.”

*Clause “B.”*

“Before obtaining the license required by *The Insurance Act* a further sum of at least ten thousand dollars of capital stock of the Company shall be paid in cash into the funds of the Company to be appropriated only for the purposes of the Company under this Act, and thereafter, in each succeeding year for four years, a further sum of ten thousand dollars of capital stock of the Company shall be so paid to be appropriated only for such purposes.”

*Clause “C.”*

“The Directors of the new Company may at any time, and from time to time, after being duly authorized and empowered by a resolution approved by the votes of shareholders representing at least two-thirds of all the subscribed capital stock of the Company at a special general meeting duly called for considering the same, pass a by-law for reducing or writing off the paid-up capital to such extent as is so authorized by the shareholders.

“2. The liability of the shareholders shall remain the same as if no reduction had been made in the paid-up capital and shall be unaffected thereby.

“3. The directors may from time to time out of the profits of the Company, by declaring a stock dividend or bonus or otherwise, increase the paid-up stock of the Company to an amount not exceeding the amount or amounts by which the same may have been reduced under the provisions of this section, and thereafter the paid-up capital and each share thereof shall represent the aggregate to which it has been so reduced and the amount of such increase so declared as aforesaid.”

Page 4, line 5.—After “Act” insert the following:—

“and, if so accepted and approved of, this Act shall come into force upon a subsequent day to be fixed for that purpose by the said vote.

“2. Notice of such acceptance and approval and of the day so fixed shall be published by the Company in *The Canada Gazette.*”

Page 4, line 7.—In the second line of the Schedule, for “1906-07” substitute “190 .”



*In the Preamble.*

Line 7.—For “*The Insurance Act*” substitute “the said Act.”

On motion of the Honourable Mr. McKay (Truro), seconded by the Honourable Mr. Baird, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (9) intituled: “An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers,” reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Baird, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (I) intituled: “An Act to incorporate the Canadian Musical and Dramatic Association, Limited,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 1.—Leave out “five” and insert “fifty.”

Page 2, line 39.—Leave out “sixty” and insert “thirty.”

Page 2, line 48.—Leave out “in” and insert “for.”

Page 3, line 1.—Leave out “thirty” and insert “fifteen.”

Page 3, line 28.—After “each” insert “semi-monthly.”

Page 3, line 30.—Leave out from “receipts” to “at” in line 32, and insert “collected by the theatre of the association.”

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. Landry, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (30) intituled: “An Act to incorporate the Women’s Art Association of Canada,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 3, line 31.—After “hold” insert “subject to Provincial laws.”

Page 4, line 22.—Leave out “the Association” and insert “that branch, or of the Association, or of any other branch thereof.”

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (O) intituled: “An Act to incorporate the United Baptist Woman’s Missionary Union of the Maritime Provinces,” reported that

they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 35.—Leave out “in trust” and insert “subject to Provincial laws.”

Page 2, line 2.—Leave out from “thereof” to “as” in line 3, and insert “subject to any trust in respect thereof.”

On motion of the Honourable Mr. Baird, seconded by the Honourable Mr. McKay, (Truro), it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Baird, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be read a third time to-morrow.

A discussion having arisen on a mere inquiry,

The Honourable Mr. Ferguson raised the point of order that it was contrary to Rule 39.

His Honour the Speaker ruled that the point of order was well taken.

The Honourable Mr. Poirier moved, seconded by the Honourable Mr. Robertson, That the Senate do now adjourn.

After Debate,

With leave of the Senate, the said motion was withdrawn.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Supplementary Return to an Address of the Senate dated the 7th February, 1907, for a copy of the Orders in Council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, Chapter 25, Section 7, and all Orders in Council passed since 1895, relating to grants of lands for this purpose.

Also copies of all contracts between the Canadian Northern Railway Company and the Government relating to the construction of a line of railway to the Hudson's Bay or any portion of the said line of railway.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 225.)*

Pursuant to the Order of the Day, the Bill (52) intituled: “An Act to confirm certain agreements between the British Columbia Electric Railway Company, Limited, the Canadian Pacific Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus, and between the Canadian Pacific Railway Company, the British Columbia Electric Railway Company, Limited, the Vancouver and Lulu Island Railway Company, Lord Strathcona and Mount Royal and Richard B. Angus,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (Q) intituled: “An Act respecting the Calgary and Edmonton Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

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Pursuant to the Order of the Day, the Bill (41) intituled: "An Act respecting the Manitoba and Northwestern Railway Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (11) intituled: "An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (39) intituled: "An Act respecting the Brockville, Westport and Northwestern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (57) intituled: "An Act respecting the St. Mary's and Western Ontario Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (24) intituled: "An Act respecting the Orford Mountain Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (45) intituled: "An Act respecting the Athabasca Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (49) intituled: "An Act respecting the Central Counties Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (74) intituled: "An Act respecting the Athabaska Northern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (64) intituled: "An Act to incorporate the Alsek and Yukon Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (13) intituled: "An Act respecting La Compagnie du chemin de fer de Colonisation du Nord," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (25) intituled: "An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Divorce, to whom was referred the Petition of Celina Kingan Ansley, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the consideration of the Fourth Report of the Standing Committee on Divorce, to whom was referred the Petition of George William Hadley, together with the evidence.

On motion of the Honourable Mr. Kirchhoffer, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading of Bill (F) An Act to amend the Conciliation Act, 1900, and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (EE) intituled: "An Act to incorporate the Winnipeg and Northwestern Railway Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (HH) intituled: "An Act respecting the Lake Superior Power Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," was read a second time.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (Z) intituled: "An Act to incorporate the St. Leon Railway Company," was read a second time.

On motion of the Honourable Mr. Legris, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours, to Bill (V) intituled: "An Act respecting the Témiscouata Railway Company,"

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Robertson, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (56) intituled: "An Act to incorporate the Quinze and Blanche River Railway Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for putting the House again in Committee of the Whole on Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund,"

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day be read for the second reading of the Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in aid of the Civil Power,"

The Honourable Mr. David moved, seconded by the Honourable Mr. Fiset,

That the said Bill be now read a second time.

After Debate,

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. Roy, it was

Ordered, That the Debate on the said motion be postponed until Wednesday next.

The Order of the Day being read for putting the House in Committee of the Whole on Bill (P) intituled: "An Act respecting the inspection of Electricity,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order of the Day after third readings of Bills.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 1st March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	David,	Lougheed,	Perley,
Baker,	Davis,	Lovitt,	Poirier,
Beith,	De Veber,	Macdonald (P.E.I.),	Power,
Béique,	Edwards,	MacKeen,	Riley,
Bernier,	Ellis,	McDonald	Robertson,
Bolduc,	Ferguson,	(Cape Breton),	Ross (Middlesex),
Bostock,	Fiset,	McGregor,	Ross (Moosejaw),
Boucherville, de	Gibson,	McHugh,	Roy,
(C.M.G.),	Gillmor,	McKay (Truro),	Scott,
Bowell	Jaffray,	McLaren,	Shehyn,
(Sir Mackenzie),	Jones,	McMillan,	Sullivan,
Carling	Kerr,	McMullen,	Talbot,
(Sir John),	King,	McSweeney,	Tessier,
Cartwright	Kirchhoffer,	Miller,	Wilson,
(Sir Richard),	Landry,	Mitchell,	Yeo,
Cloran,	Legris,	Owens,	Young.
Comeau,			

PRAYERS.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of the Legislative Assembly of Manitoba; praying that your Honourable House may be pleased to pass such legislation as will abrogate and annul the present existing regulations and to restore those prior to the year 1906, or such other regulations which may be fair and reasonable to the settlers of the Province.

Also praying for such legislation that may prevent labour strikes and have them settled by compulsory arbitration.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Fifteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Fifteenth Report.

Your Committee have examined the following Petitions, and find that the Rules have been complied with in each case:—

Of the Atlantic, Quebec and Western Railway Company; praying for the passing of an Act empowering them to acquire the Atlantic and Lake Superior and

Baie des Chaleurs Railways, to construct a further line from Paspebiac to Edmundston or Grand Falls on the St. John River, New Brunswick; to increase their bonding powers; their capital stock and for other purposes.

Of the Hamilton Radial Electric Railway Company, a Company incorporated by the Legislature of Ontario; praying for the passing of an Act giving them increased powers by the Parliament of Canada.

Of Peter Paton and others, of the Town of Collingwood and others of elsewhere; praying to be incorporated under the name of the Collingwood Southern Railway Company.

Of Joseph Riopelle and others, of the City of Ottawa; praying to be incorporated as "The Abitibi and Hudson Bay Railway Company."

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

Ordered, That the same do lie on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Sixteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Sixteenth Report.

Your Committee have examined the following Petition:—

Of Albert Frigon and others, of the City of Montreal; praying to be incorporated as the Live Stock Insurance Company of Canada, Limited, and find the notice short in point of time. Your Committee, however, recommend that Rule 107. be suspended in so far as it relates to the said petition, as it will be competent for the Committee to whom the said Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Seventeenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Seventeenth Report.

Your Committee have examined the following Petition:—

Of Charles M. Hays and others, of the City of Montreal; praying to be incorporated as the Ottawa Terminals Railway Company, and your Committee find the



notices of application to Parliament short in point of time; they also find that Rule 107 (c), which requires that the Provincial Secretary, the Clerk of each County and Municipal Corporation shall be notified, not less than five weeks before the consideration of the petition by your Committee, has not been complied with. Your Committee, however, recommend the suspension of Rule 107 as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Eighteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8.  
FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Eighteenth Report.

Your Committee have examined the following Petition:—

Of Thomas Sturgis, of the City of New York and others of elsewhere; praying to be incorporated as the Port Arthur Power and Development Company, and your Committee find that while the notices of publication have been duly given, Rule 107 (c), requiring that notice be given the Provincial Secretary and the different Municipalities, has not been complied with. Your Committee recommend the suspension of Rule 107 (c) in so far as it relates to the same, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Power presented to the Senate a Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Nineteenth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Nineteenth Report.

Your Committee have examined the following Petition:—

Of Thomas Sturgis, of the City of New York and others of elsewhere; praying to be incorporated as the International Power and Canal Company. The applicants in their notice asked to be declared a work for the general advantage of Canada, but as they declared that they were withdrawing that intention, your Committee find the notices otherwise correct.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twentieth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twentieth Report.

Your Committee recommend that the time limited for presenting Private Bills to the Senate be extended to Wednesday, the thirteenth day of March next, and also that the time limited for receiving Reports from any Standing or Select Committee on a Private Bill be extended to Wednesday, the third day of April next.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

With leave of the Senate.

The Honourable Mr. Young moved, seconded by the Honourable Mr. David,

That the Rules 24a, 30 and 110 of the Senate be dispensed with in so far as they relate to the said Report.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Young presented to the Senate, a Bill (LL) intituled: "An Act respecting the Canadian Northern Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

With leave of the Senate,

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Bernier, it was

Ordered, That the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903," be placed on the Orders of the Day for a second reading on Tuesday next.

With leave of the Senate,

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Bernier, it was

Ordered, That the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903," be placed on the Orders of the Day for a second reading on Tuesday next.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power, That the vacancy in the Standing Committee on Banking and Commerce be filled by adding the name of the Honourable G. W. Ross.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That the Honourable Mr. Beith be added to the Standing Committee on Miscellaneous Private Bills in the place of the late Honourable Sir William Hingston.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (S) intituled: "An Act respecting the Accident and Guarantee Company of Canada, and to change its name to the Royal Accident and Guarantee Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (29) intituled: "An Act to incorporate the National Accident and Guarantee Company of Canada," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (53) intituled: "An Act respecting the Dominion Fire Insurance Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (65) intituled: "An Act respecting the Annuity Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (9) intituled: "An Act respecting a Patent of Edgar Webster Summers and Hadley Herbert Summers."

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (O) intituled: "An Act to incorporate the United Baptist Woman's Missionary Union of the Maritime Provinces," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (V) intituled: "An Act respecting the Témiscouata Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (56) intituled: "An Act to incorporate the Quinze and Blanche River Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (P) intituled: "An Act respecting the Inspection of Electricity."

*(In the Committee.)*

Title read and postponed.

First, second and third sections read and agreed to.

Fourth section read and agreed to with the exception of subsection three thereof, which was postponed.

Sections five to ten, inclusive, read and agreed to.

Section eleven read and postponed.

Sections twelve to fourteen, inclusive, read and agreed to.

Section fifteen read and amended by striking out the word "unit" in the third line thereof.

The said section, as amended, was agreed to.

Sections sixteen to twenty-six, inclusive, read and agreed to.

Section twenty-seven read and amended by inserting in the second line thereof after the word "meters" the words: "and other electrical instruments and appliances."

The said section, as amended, was agreed to.

Sections twenty-eight to thirty-four, inclusive, read and agreed to.

Section thirty-five read and amended by inserting in the ninth line thereof after the word "meter" the words: "from the service line."

The said section, as amended, was agreed to.

Section thirty-six and the remaining sections of the Bill read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bernier, from the said Committee, reported that they had gone through the said Bill, and had made some progress therein, and asked leave to sit again on Wednesday next.

The Order of the Day being read for the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for putting the House into Committee of the Whole on Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Bill (79) intituled: "An Act respecting the Great West Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (58) intituled: "An Act to incorporate the Western Rivers Improvement Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of Bill (78) intituled: "An Act respecting the Canadian Pacific Railway Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (80) intituled: "An Act to incorporate the Prudential Financial Society," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (54) intituled: "An Act to incorporate the Edmonton, Dunvegan and British Columbia Railway Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of Bill (28) intituled: "An Act to incorporate the Residential Fire Insurance Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (15) intituled: "An Act respecting the Joliette and Brandon Railway Company,"

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. McHugh, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster and Boundary Railway and Navigation Company,"

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Roy, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the same be postponed until Tuesday next.

The Honourable Mr. Gibson presented to the Senate, a Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Wednesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (L) intituled: "An Act respecting the Traders' Fire Insurance Company."

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to the Bill (I) intituled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited,"

On motion of the Honourable Mr. Roy, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to the Bill (30) intituled: "An Act to incorporate the Women's Art Association of Canada,"

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On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Shehyn,  
it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Shehyn,  
it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable  
Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at eight o'clock in the evening.

Tuesday, 5th March, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Domville,	MacKeen,	Power,
Baker,	Douglas,	• McDonald	Riley,
Beith,	Ellis,	(Cape Breton),	Robertson,
Béique,	Ferguson,	McGregor,	Ross (Moosejaw),
Bolduc,	Fiset,	McHugh,	Roy,
Bostock,	Gibson,	McKay (Truro),	Scott,
Boucherville, de	Gillmor,	McLaren,	Sullivan,
(C.M.G.),	Godbout,	McMillan,	Talbot,
Carling	Jaffray,	McMullen,	Tessier,
(Sir John),	Kerr,	McSweeney,	Thibaudeau
Cloran,	King,	Mitchell,	(de la Vallière),
Comeau,	Kirchhoffer,	Montplaisir,	Thompson,
Cox,	Legris,	Owens,	Wilson,
David,	Lougheed,	Perley,	Yeo,
Davis,	Lovitt,	Poirier,	Young.
De Veber,	Mackay (Alma),		

PRAYERS.

The following Petitions were severally brought up and laid on the Table:—

By the Honourable Mr. Power,—Of D. McGillivray, of Port Colborne and others of elsewhere.

With leave of the Senate,

The Honourable Mr. Power moved, seconded by the Honourable Mr. Cox,

That the Rules 24a, 30 and 110 of the Senate be suspended in so far as they relate to the Petition of Harley Lorenzo Pierce and others, of the City of Toronto.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then the Honourable Mr. Power presented the Petition of Harley Lorenzo Pierce and others, of the City of Toronto.

The same was then laid on the Table.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-first Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—



## THE SENATE,

COMMITTEE ROOM No. 8.

FRIDAY, 1st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-first Report.

Your Committee have examined the following Petition:—

Of the Corporation of the City of Toronto; praying that an Act be passed enabling your Petitioners and the said Railway Companies jointly or either of them to build the Yonge Street bridge pending the decision in the litigation, and to provide for the payment of the cost thereof, and find the notices of publication short in point of time. Your Committee, however, recommend the suspension of Rule 107 in so far as it relates to the same, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

• On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered that the said Report be taken into consideration by the Senate to-morrow.

The Order of the Day being read for the third reading of the Bill (9) intituled: "An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers."

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (L) intituled: "An Act respecting the Traders' Fire Insurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (30) intituled: "An Act to incorporate the Women's Art Association of Canada," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for Meals for Travellers."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for putting the House into a Committee of the Whole on Bill (33) intituled: "An Act respecting the Inspection of Meats and Canned Foods."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for putting the House into a Committee of the Whole on Bill (76) intituled: "An Act to amend the Northwest Territories Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Second Report of the Standing Committee on Divorce, to whom was referred the Petition of Celina Kingan Ansley, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed, That the said Report be now adopted.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Fourth Report of the Standing Committee on Divorce, to whom was referred the Petition of George William Hadley, together with the evidence.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed, That the said Report be now adopted.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Kirchhoffer (for the Honourable Mr. Perley) presented to the Senate, a Bill (NN) intituled: "An Act for the relief of George William Hadley." The said Bill was read a first time.

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed, That the said Bill be read a second time on Thursday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading of Bill (F) intituled: "An Act to amend the Conciliation Act, 1900," and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Bostock, it was

Ordered, That the same be postponed until Wednesday, the thirteenth of March instant.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Baker, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for putting the House again in Committee of the Whole on Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (78) intituled: "An Act respecting the Canadian Pacific Railway Company," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the Rules 24*a*, 30 and 119 of the Senate, be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (28) intituled: "An Act to incorporate the Residential Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (15) intituled: "An Act respecting the Joliette and Brandon Railway Company," was read a second time.

With leave of the Senate,

The Honourable Mr. Thibaudeau (de la Vallière) moved, seconded by the Honourable Mr. McSweeney,

That the Rules 24a, 30 and 119 of the Senate be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster and Boundary Railway and Navigation Company," was read a second time.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Sixteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. McMullen presented to the Senate, a Bill (OO) intituled: "An Act to incorporate the Collingwood Southern Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. David presented to the Senate, a Bill (PP) intituled: "An Act to incorporate the Live Stock Insurance Company of Canada, Limited."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Seventeenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Eighteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Nineteenth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Scott, Secretary of State, presented to the Senate a return on an Address of the Senate, dated the 13th June, 1906, for a copy of the correspondence exchanged between the Honourable Mr. Landry and the Right Honourable Sir Wilfrid Laurier, and between the latter and the Department of Militia and Defence, on the subject of the refusal by that department to translate and to cause to be published in French the regulations for the militia which were published, in English only, in the *Canada Gazette*, of the 5th May last.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 173.)*

The Order of the Day being read for the second reading of the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Baker, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Baker, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the same be postponed until to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (27) intituled: "An Act respecting La Banque Nationale," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Bolduc, seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (31) intituled: "An Act to incorporate the Northwestern Trusts Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Loughheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (63) intituled: "An Act to incorporate the Protective Association of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (73) intituled: "An Act respecting patents of the International Paper Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. King, it was

Ordered, That the said Bill be read a second time on Thursday next.

Then on motion of the Honourable Mr. Scott, seconded by the Honourable Mr.

Cox,

The Senate adjourned.

Wednesday, 6th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND. Speaker.

The Honourable Messieurs

Baird,	Cox,	Legris,	Power,
Baker,	David,	Lougheed,	Riley,
Beith,	Davis,	Lovitt,	Robertson,
Béique,	De Veber,	Mackay (Alma),	Ross (Middlesex),
Bolduc,	Domville,	McDonald	Ross (Moosejaw),
Bostock,	Douglas,	(Cape Breton),	Roy,
Boucherville, de	Ellis,	McGregor,	Scott,
(C.M.G.),	Ferguson,	McHugh,	Shehyn,
Bowell	Fiset,	McKay (Truro),	Sullivan,
(Sir Mackenzie),	Gibson,	McLaren,	Talbot,
Carling	Gillmor,	McMillan,	Tessier,
(Sir John),	Godbout,	McMullen,	Thibaudeau
Cartwright	Jaffray,	McSweeney,	(de la Vallière),
(Sir Richard),	Jones,	Miller,	Thompson,
Casgrain	Kerr,	Mitchell,	Wilson,
(de Lanaudière),	King,	Montplaisir,	Yeo,
Cloran,	Kirchhoffer,	Perley,	Young.
Comeau,	Landry,	Poirier.	

#### PRAYERS.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Kerr, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Kerr, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company," report-

ed that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain (de Lanaudière), from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company (Limited)," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 27.—For "fifty" substitute "one hundred."

Page 1, line 30.—For "of" substitute "on."

Page 2, line 1.—Leave out from "directors" to "in" and insert "confirmed by two-thirds."

Page 2, line 4.—After "purpose" insert "in either case on thirty days' notice."

Page 2, line 24.—Leave out subsection 2 of Clause 7.

Page 2, line 35.—Leave out paragraphs (a), (b), (c), (d) and (e) of Clause 10 and substitute paragraphs (a), (b), (c) and (d), as follows:—

(a) Construct, purchase, lease or otherwise acquire, maintain and operate lines of electric telephone and telegraph over land or under water, or both, between any places in the Counties of Bonaventure and Gaspé, in the Province of Quebec and any places in the Counties of Restigouche and Gloucester, in the Province of New Brunswick.

(b) Construct, purchase, lease or otherwise acquire, maintain and operate extensions of the lines hereby authorized to any places in the Province of Quebec and to any places in the Province of New Brunswick.

(c) Construct, manufacture, purchase, lease or otherwise acquire, lay, erect, maintain, use and operate all such cables, wires, poles, conduits, works, structures, buildings, plant, machinery, apparatus, appliances, implements, materials and supplies as may be necessary for the purposes of the Company's undertaking or as may appertain to its business; and dispose of the same.

(d) For the purpose of the Company's undertaking, construct, purchase, lease or otherwise acquire, charter, maintain and operate steamships and other vessels for the laying, maintenance and operation of submarine and subaqueous cables.

Page 3, line 10.—For (f) substitute (e).

Page 3, line 15.—For (g) substitute (f).

Page 3, line 17.—After "11" insert "Except as provided by Section 13 of this Act."

Page 3, line 27.—After "12" insert "Except as provided by Section 13 of this Act."

Page 3, line 34.—Leave out from "directors" to "in" and insert "confirmed by two-thirds."

Page 3, line 46.—Leave out from "therefor" to the end of Clause 15 on page 4, line 26, and substitute therefor the following as Subsection 3, of Section 14:—

3. Sections 355 to 360 of *The Railway Act* shall apply to the Company, and the word 'telephone' wherever used in the said sections shall be deemed to include telegraph."

Page 4, line 28.—Before "service" insert "telephone."

Page 4, line 41.—Leave out the whole of Clause 17.

Page 6, line 12.—For "Part II." substitute "Parts II. and III."

Page 6, line 14.—Leave out Clauses 20 to 25 both inclusive, and substitute therefor the following:—

“The following sections of *The Railway Act* shall apply to the Company and to the construction and maintenance of the Company’s works authorized either by this Act or by *The Telegraphs Act*, namely:—

“Section 151, in so far as that section can be made so to apply, and Sections 245, 246, 247.”

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Kerr, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

With leave of the Senate,

The Honourable Mr. Power moved, seconded by the Honourable Mr. Fiset,

That the Bill (R) intituled: “An Act to incorporate the Bonaventure and Gaspè Telephone Company, Limited,” be placed on the Orders of the Day for a third reading to-morrow.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence between the Government of Canada or any member thereof with any person whatsoever, and any report from any officer of the Government regarding the question of pensions by the state to deserving persons of advanced age, and also a copy of a Bill referred to by the right honourable the Minister of Trade and Commerce during a speech made by him in the Senate on the 28th of February last, dealing with the sale of annuities by the Government of Canada.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The Honourable Mr. McMullen presented to the Senate, a Bill (QQ) intituled: “An Act for the relief of Celina Kingan Ansley.”

The said Bill was read a first time.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. McDonald (C.B.),

That the said Bill be read a second time on Tuesday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the third reading of the Bill (37) intituled: “An Act to incorporate the Royal Victoria Life Insurance Company,”

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Kerr, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day, the Bill (9) intituled: “An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers,” was read a third time.



The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the second reading of Bill (T) intituled: "An Act to amend the Militia Act as regards the calling out of the Active Militia in aid of the Civil Power."

After Debate,

With leave of the Senate,

The said motion was withdrawn.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (P) intituled: "An Act respecting the Inspection of Electricity.

*(In the Committee.)*

Section four reconsidered and amended by inserting in the second line thereof after the word "purchaser," the words "for lighting purposes under this section."

Subsection three of said section again considered and agreed to.

Section five reconsidered and agreed to.

Section eleven reconsidered, struck out, and the following substituted therefor:—

"11. No person shall be appointed to act as inspector until he has passed a qualifying examination in electricity, such examination to be held by the department and under the supervision of the chief electrical engineer. Nothing herein contained shall affect the position or status of any officer appointed prior to the passing of this Act.

"2. Graduates in electrical engineering of any university in Canada may be appointed without passing the qualifying examination.

"3. No inspector shall be a seller of electricity or electric meters, or be employed by any person supplying electricity or meters."

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Sullivan, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 24*d* and 30 of the House be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for putting the House into Committee of the Whole on Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (58) intituled: "An Act to incorporate the Western Rivers Improvement Company," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to Bill (I) intituled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited,"

The Honourable Mr. Casgrain (de Lanaudière) moved, seconded by the Honourable Mr. Roy,

That the said amendments be agreed to.

The Honourable Mr. Power moved in amendment, seconded by the Honourable Mr. Ellis,

That the said amendments be not now agreed to, but that the said Bill be referred back to the Standing Committee on Miscellaneous Private Bills, with instructions to further amend the same by removing the provisions connected with Lotteries.

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway Company," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (LL) intituled: "An Act respecting the Canadian Northern Railway Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company," was read a second time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Twenty-first Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for putting the House into a Committee of the Whole on Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys,"

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On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Friday next.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods."

*(In the Committee.)*

Title read and postponed.

Sections 1 to 11, inclusive, read and agreed to.

Section 12 read and amended by inserting the following proviso:—

"Provided, however, that if it be established to the satisfaction of the Governor in Council that such marking would hinder the sale of any of said articles in the British or other European market, he may exempt such articles from the provisions of this section."

Sections 13 to 16, inclusive, read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The Honourable Mr. Kerr presented to the Senate, a Bill (RR) intituled: "An Act respecting the City of Toronto Yonge Street Bridge."

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Béique, it was

Ordered, That Rules 23f and 30 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Béique, it was

Ordered, That the said Bill be read a second time to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

## Thursday, 7th March, 1907

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

### The Honourable Messieurs

Baird,	Davis,	Lovitt,	Power,
Baker,	De Veber,	Mackay (Alma),	Riley,
Beith,	Domville,	McDonald	Robertson,
Béique,	Douglas,	(Cape Breton),	Ross (Middlesex),
Bostock,	Drummond	McGregor,	Ross (Halifax),
Boucherville, de	(Sir George),	McHugh,	Ross (Moosejaw),
(C.M.G.),	Ellis,	McKay (Truro),	Roy,
Bowell	Ferguson,	McLaren,	Scott,
(Sir Mackenzie),	Fiset,	McMillan,	Shehyn,
Carling	Gillmor,	McMullen,	Sullivan,
(Sir John),	Godbout,	McSweeney,	Talbot,
Cartwright	Jaffray,	Merner,	Tessier,
(Sir Richard),	Kerr,	Miller,	Thompson,
Casgrain	King,	Mitchell,	Wilson,
(de Lanaudière),	Kirchhoffer,	Montplaisir,	Wood,
Cloran,	Landry,	Owens,	Yeo,
Comeau,	Legris,	Perley,	Young.
David,	Lougheed,	Poirier,	

### PRAYERS.

Pursuant to the Order of the Day, the following Petition was read:—

Of D. McGillivray and others, of Port Colborne and elsewhere, provisional directors of the Erie Ontario Power Company; praying to be permitted, notwithstanding the time limited for presenting Petitions for Private Bills has expired, to present a Petition for the passing of an Act amending their Act of Incorporation.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (80) intituled: "An Act to incorporate the Prudential Financial Society," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (BB) intituled: "An Act respecting the British America Assurance Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (W) intituled: "An Act to incorporate the Travellers Indemnity Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 27.—For "branches" substitute "local advisory."

Page 2, line 9.—After "one hundred" insert "and fifty."

Page 2, line 20.—For "twenty" substitute "thirty."

Page 2, line 27.—After "shareholder" insert "The first call shall not exceed forty per cent and no subsequent call shall exceed ten per cent and not less than 30 days' notice shall be given of any call."

Page 2, line 31.—After "Act" insert "Provided that the amount paid by any shareholder shall not be less than ten per cent of the amount subscribed by such shareholder."

Page 3, line 25.—Leave out Clauses 9 and 10.

Page 3, line 31.—For Clause 11 substitute the following:—

"11. The Company may acquire, hold and dispose of any real property required in part or wholly for the use and accommodation of the Company; but the annual value of such property held in any Province of Canada shall not exceed five thousand dollars, except in the Province of Quebec, where it shall not exceed ten thousand dollars."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 29.—After "endowments" insert "contingent upon human life."

Page 1, line 32.—Leave out from "Ontario" to the end of Clause 5.

Page 2, line 26.—For "shareholders" substitute "directors" for "the directors" substitute "themselves."

Page 2, line 35.—For "eleven" substitute "eight."

Page 2, line 36.—After "directors" insert "who are not shareholders."

Page 2, line 37.—For Clause 12 substitute:—

"12. Every person whose life is insured under a policy or policies of the Company for one thousand dollars or upwards, whether such person is a shareholder of the Company or not, shall be a member of the Company and be entitled to attend and vote in person or by proxy at all general meetings of the Company, but policy-holders as such shall not be entitled to vote for the election of shareholders' directors. Every proxy shall be a policy-holder and entitled to vote.

"2. Any such policy-holder who is not a shareholder shall be eligible for the election as a policy-holders' director."

Page 2, line 44.—For “an equal” substitute “a.”

Page 2, line 45.—Leave out from “matters” to the end of Clause 13.

Page 2, line 48.—For “six” substitute “seven.”

Page 3, line 11.—For “eleven” substitute “eight.”

Page 3, line 12.—For Clause 17 substitute the following:—

“17. The directors may, from time to time, set apart such portion of the net profits as they deem safe and proper for distribution as dividends or bonuses to shareholders and holders of participating policies, ascertaining the part thereof which has been derived from participating policies and distinguishing such part from the profits derived from other sources; and the holders of participating policies shall be entitled to share in that portion of the profit so set apart which has been so distinguished as having been derived from participating policies to the extent of not less than ninety per cent thereof; but no dividend or bonus shall at any time be declared or paid out of estimated profits, and the portion of such profits which remains undivided upon the declaration of a dividend, shall never be less than one-fifth of the dividend declared.”

Page 3, line 20.—After the Clause substituted for Clause 17 insert Clause A, as follows:—

*Clause A.*

“Whenever any holder of a policy, other than a term or natural premium policy, has paid three or more annual premiums thereon, and fails to pay any further premium, or desires to surrender the policy, the premiums paid shall not be forfeited, but he shall be entitled to receive a paid-up and commuted policy for such sum as the directors ascertain and determine, or to be paid in cash such sum as the directors fix as the surrender value of the policy, such sum in either case to be ascertained upon principles to be adopted by by-law applicable generally to all such cases as may occur. Provided that if such paid-up and commuted policy or such cash payment is not demanded while such original policy is in force, or within twelve months after default has been made in payment of a premium thereon, the Company shall, without any demand therefor, either issue such paid-up and commuted policy, or pay to, or place to the credit of, the policy-holder such cash surrender value.”

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. Béique, from the Standing Committee on Debates and Reporting, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

7th March, 1907.

The Standing Committee on Debates and Reporting have the honour to make the following report:—

Your Committee recommend that the same system be adopted as respects the English debates as is now held in the House of Commons, that is—first, to have only a few advance copies printed in page form and upon one side only. These to be sent to the reporters without delay, and by them cut and sent to only those Senators who spoke during the debate, for them to correct for the book form. That the pre-

sent edition of 125 copies "unrevised" be dropped, and the now daily edition published in lieu thereof.

All which is respectfully submitted.

F. L. BEIQUÉ.

*Chairman.*

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Domville presented to the Senate, a Bill (SS) intituled: "An Act to amend An Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Young presented to the Senate, a Bill (TT) intituled: "An Act to incorporate the Ottawa Terminals Railway Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Wilson,

That in the public interest the Government should appoint an expert officer in connection with the Board of Railway Commissioners of Canada, to be called a Telephone and Telegraph Commissioner, whose duties shall be to have full control, as regards construction, location, maintenance and operation of all telegraph and telephone lines in Canada.

After Debate,

With leave of the Senate,

The said motion was withdrawn.

The Order of the Day being read for the third reading of the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company,"

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the third reading of the Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company,"

The Honourable Mr. Young moved, seconded by the Honourable Mr. Bostock,

That the said Bill be now read a third time.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Sir John Carling,

That the said Bill be not now read the third time, but that it be amended by striking out Clause 2.

After Debate,

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Young, it was

Ordered, That the further Debate be adjourned until Wednesday next.

The Order of the Day being read for the third reading of the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company,"

The Honourable Mr. Cloran moved, seconded by the Honourable Mr. Robertson,

That the said Bill be now read a third time.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Mr. David,

That the said Bill be not now read a third time, but that it be read a third time this day six months.

After Debate,

The question of concurrence being put on the motion in amendment to the main motion, the same was resolved in the negative.

The question of concurrence being then put on the main motion,

The Honourable Mr. Power, in amendment, moved, seconded by the Honourable Mr. Bostock,

That the said Bill be not now read a third time, but that it be read a third time on Wednesday next.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (P) intituled: "An Act respecting the inspection of Electricity," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered. That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

With leave of the Senate,

The following Order was taken up:—

Pursuant to the Order of the Day, the Bill (PP) intituled: "An Act to incorporate the Live Stock Insurance Company of Canada, Limited," was read a second time.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (27) intituled: "An Act respecting La Banque Nationale," was read a second time.

On motion of the Honourable Mr. Landry, seconded by the Honourable Sir John Carling, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (31) intituled: "An Act to incorporate the Northwestern Trusts Company," was read a second time.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Landry, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (63) intituled: "An Act to incorporate the Protective Association of Canada," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Casgrain (de Lanaudière), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.



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Pursuant to the Order of the Day, the Bill (73) intituled: "An Act respecting patents of the International Paper Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited."

On motion of the Honourable Mr. Casgrain (de Lanaudière), seconded by the Honourable Mr. Kerr, it was

Ordered, That the said amendments be agreed to.

The Order of the Day being read for the third reading of the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited,"

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Fiset, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (RR) intituled: "An Act respecting the City of Toronto Yonge Street Bridge," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Casgrain (de Lanaudière), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

With leave of the Senate,

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Casgrain (de Lanaudière),

That Rules 24a, 30 and 119 of the Senate be dispensed with in so far as they relate to the said Bill.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 8th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Cox,	Lougheed,	Robertson,
Baker,	David,	Lovitt,	Ross (Middlesex),
Beith,	Davis,	MacKeen,	Ross (Halifax),
Béique,	De Veber,	McDonald	Ross (Moosejaw),
Bostock,	Domville,	(Cape Breton),	Roy,
Boucherville, de	Douglas,	McHugh,	Scott,
(C.M.G.),	Ellis,	McKay (Truro),	Shehyn,
Bowell	Ferguson,	McLaren,	Sullivan,
(Sir Mackenzie),	Fiset,	McMillan,	Talbot,
Carling	Gillmor,	McMullen,	L'Essier,
(Sir John),	Godbout,	McSweeney,	Thibaudeau
Cartwright	Jaffray,	Merner,	(de la Vallière),
(Sir Richard),	Jones,	Miller,	Thompson,
Casgrain	Kerr,	Montplaisir,	Wilson,
(de Lanaudière),	King,	Perley,	Wood,
Cloran,	Kirchhoffer,	Poirier,	Yeo,
Comeau,	Landry,	Power,	Young.
Costigan,	Legris,	Riley,	

PRAYERS.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (10) intituled: "An Act respecting a patent of the George E. Smith Lumber Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. McSweeney, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (U) intituled: "An Act to revive certain patents of the Nichols Copper Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 16.—After "Act" insert "or in the Patent Act of 1886."

Page 1, line 30.—After "Act" insert "or in the Patent Act of 1886."

*In the Preamble.*

Page 1, line 8.—Leave out "8" and insert "0."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-second Report.

Ordered, That it be received and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

FRIDAY, 8th March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-second Report.

Your Committee have examined the following Petition:—

Of Philip J. Green, of the Town of Sudbury and others of elsewhere; praying for an extension notwithstanding anything in the said letters patent or in the Patent Act, as if the patent had been granted under Section 7, of Chapter 46 of the Statutes of 1903 (now Section 44 of the Patent Act, 1906), and find the notices of publication short in point of time. Your Committee, however, recommend the suspension of Rule 107 in so far as it relates to the same, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Fifth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 28,

TUESDAY, 5th March, 1907.

The Committee on Divorce beg leave to make their Fifth Report, as follows:—

In the matter of the Petition of Victor Harold Lyon, of the City of Ottawa, in the Province of Ontario, dentist; praying for the passing of an Act to dissolve his marriage with Elizabeth Blanche Laurie, and for such further and other relief as to the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect.

All which is respectfully submitted.

J. N. KIRCHHOFFER,  
*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be taken into consideration by the Senate on Friday next. Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Sir Mackenzie Bowell called the attention of the Government to a statement which has appeared in the press, to the effect that there is to be no legislation during this session upon the subject of life insurance, and inquired of the Government whether it approves of the suggestions and recommendations made by the Royal Commission appointed to inquire into and report on the affairs of life insurance companies doing business in Canada, and whether said suggestions and recommendations are to be embodied in a Bill to be introduced into Parliament for adoption this session.

Debated.

Pursuant to the Order of the Day, the Bill (37) intituled: "An Act respecting the Royal Victoria Life Insurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited,"

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until Wednesday next, and that the Bill be reprinted.

Pursuant to the Order of the Day, the Bill (80) intituled: "An Act to incorporate the Prudential Financial Society," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (BB) intituled: "An Act respecting the British America Assurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (76) intituled: "An Act to amend the Northwest Territories Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Roy, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a third time on Tuesday next.

The Order of the Day being read for resuming the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the same be postponed until Wednesday next, and that it be the first Order of the Day after third readings of Bills.

The Order of the Day being read for the second reading of the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903,"

On motion of the Honourable Mr. Wood, seconded by the Honourable Mr. MacKeen, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903,"

On motion of the Honourable Mr. Wood, seconded by the Honourable Mr. MacKeen, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (NN) intituled: "An Act for the relief of George William Hadley."

The Honourable Mr. Wood moved, seconded by the Honourable Mr. Lougheed, That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Wood moved, seconded by the Honourable Mr. Lougheed, That the said Bill be read a third time on Tuesday next.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (OO) intituled: "An Act to incorporate the Collingwood Southern Railway Company," was read a second time.

On motion of the Honourable Mr. McMullen, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The House, according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund."

*(In the Committee.)*

Paragraph (c) of the second section reconsidered and amended by striking out the word "male" in the second line thereof.

Paragraph (h) of said section reconsidered and agreed to.

Section ten reconsidered and amended by striking out the word "Minister" in the second line thereof and substituting therefor the words "Governor in Council."

Section thirteen reconsidered and agreed to.

Section fifteen reconsidered and amended by inserting in the sixth line thereof after the word "pass" the words "before a duly qualified medical practitioner."

Section seventeen reconsidered and amended by striking out the words "and are not reinstated" at the end thereof.

Section eighteen reconsidered and agreed to.

The preamble read and agreed to.

The title read and agreed to.

After some time the House was resumed, and

The Honourable Mr. McKay (Truro), from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the Rules 24*d* and 30 of the House be dispensed with in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said amendments be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a third time on Wednesday next.

The House, according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (50) intituled: "An Act to amend an Act to con-

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firm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal."

*(In the Committee.)*

First section reconsidered and amended by striking out the word "fifth" in the sixth and eleventh lines of said section and substituting therefor the word "third."

Preamble again read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Wilson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be taken into consideration by the Senate on Wednesday next.

The Order of the Day being read for putting the House again into a Committee of the Whole on the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods,"

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament,

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for Meals for Travellers,"

On motion of the Honourable Mr. Wilson, seconded by the Honourable Mr. Merner, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys,"

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (W) intituled: "An Act to incorporate the Travellers' Indemnity Company of Canada,"

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the said amendments be agreed to.

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On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Lougheed, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company,"

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Shehyn, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Shehyn, it was

Ordered, That the said Bill be read a third time on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at eight o'clock in the evening.



Tuesday, 12th March, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Dessaulles,	Lougheed,	Riley,
Baker,	De Veber,	Lovitt,	Robertson,
Beith,	Domville,	Mackay (Alma),	Ross (Middlesex),
Béique,	Douglas,	MacKeen,	Ross (Halifax),
Bernier,	Drummond	McDonald	Ross (Moosejaw),
Bostock,	(Sir George),	(Cape Breton),	Roy,
Boucherville, de	Edwards,	McGregor,	Scott,
(C.M.G.),	Ellis,	McHugh,	Sullivan,
Bowell	Ferguson,	McKay (Truro),	Talbot,
(Sir Mackenzie),	Gibson,	McLaren,	Tessier,
Carling	Gillmor,	McMillan,	Thibaudeau
(Sir John),	Jaffray,	McSweeney,	(de la Vallière),
Casgrain,	Jones,	Merner,	Thompson,
Cloran,	Kerr,	Mitchell,	Watson,
Coffey,	King,	Montplaisir,	Wilson,
Comeau,	Kirchhoffer,	Perley,	Wood,
Cox,	Landry,	Poirier,	Yeo,
David,	Legris,	Power,	Young.

PRAYERS.

The Honourable the Speaker informed the Senate that the Clerk had received a certificate from the Secretary of State, showing that the Honourable Mr. George Casimir Dessaulles has been summoned to the Senate.

Ordered, That the same be placed upon the Journals, and it is as follows:—

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 12th March, 1907.

This is to certify that His Excellency the Governor General has been pleased to summon to the Senate of Canada, by Letters Patent, under the Great Seal, bearing date the 12th day of March, one thousand nine hundred and seven, George Casimir Dessaulles, of the City of St. Hyacinthe, in the Province of Quebec, Esquire, as a Member of the Senate and a Senator for the Electoral Division of Rougemont, in the Province of Quebec, in the room and stead of the Honourable Sir William Hales Hingston, Knight, deceased.

R. W. SCOTT,  
*Secretary of State.*

[L.S.]

The Honourable the Speaker informed the House that there was a Member without ready to be introduced.

When the Honourable George Casimir Dessaulles was introduced between the Honourable Messieurs Scott and Béique.

The Honourable Mr. Dessaulles presented His Majesty's Writ summoning him to the Senate.

The same was then read by the Clerk, and  
Ordered, To be put upon the Journals, and it is as follows:—



CANADA.

*Grey.*

[L.S.]

EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To Our Trusty and Well-Beloved George Casimir Dessaulles, Esquire, of the City of St. Hyacinthe, in Our Province of Quebec, in Our Dominion of Canada,

GREETING:

KNOW YE, that as well for the especial trust and confidence We have manifested in you, as for the purpose of obtaining your advice and assistance in all weighty and arduous affairs which may the State and Defence of Our Dominion of Canada concern, We have thought fit to summon you to the Senate of Our said Dominion; and We do appoint you for the Rougemont Electoral Division of Our Province of Quebec; and We do command you, that all difficulties and excuses whatsoever lying aside, you be and appear for the purpose aforesaid, in the Senate of Our said Dominion, at all times whensoever and wheresoever Our Parliament may be in Our said Dominion convoked and holden; and this you are in no wise to omit.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Right Well-Beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of Our Dominion of Canada.

At Our Government House, in Our City of Ottawa, this Twelfth day of March, in the Year of Our Lord One Thousand Nine Hundred and Seven, and the Seventh Year of Our Reign.

By Command,  
R. W. SCOTT,  
Secretary of State.

Whereupon the Honourable Mr. Dessaulles came to the Table and took and subscribed the Oath prescribed by law, which was administered by Samuel Edmour St. Onge Chapeau, Esquire, one of the Commissioners appointed for that purpose, and took his seat accordingly.

The Honourable the Speaker then acquainted the House that the Clerk of the Senate had laid upon the Table the Certificate of one of the Commissioners setting forth that the Honourable Mr. Dessaulles, a Member of the Senate, had made and subscribed the Declaration of Qualification required by the British North America Act, 1867.

Pursuant to the Order of the Day, the following Petition was read:—

Of Harley Lorenzo Pierce and others, of the City of Toronto and elsewhere; praying to be incorporated as the Standard Life Insurance Company of Canada.

The Honourable Mr. Gibson presented to the Senate, a Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Young presented to the Senate, a Bill (VV) intituled: "An Act to incorporate the International Canal and Power Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Kerr presented to the Senate, a Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

The Honourable Mr. Baird moved, seconded by the Honourable Mr. McKay (Truro),

That the fee paid to the Clerk of the Senate on Bill (O) intituled: "An Act to incorporate the United Baptist Woman's Missionary Union of the Maritime Provinces," be refunded to the secretary of said union, less the expenses of printing.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Ferguson,

That the entry made in the Minutes of Proceedings of the Senate of Canada on Wednesday, 6th March, 1907, relating to (Bill I) intituled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited," page 391, be now read.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The same was then read by the Clerk.

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Ferguson,

That all the words after "Private Bills" in the amendment moved by the Honourable Mr. Power, and adopted by this House, be struck out and replaced by the following: "for further consideration."

The Honourable Mr. Young moved in amendment, seconded by the Honourable Mr. Watson,

That all the words after "That" in the said motion be stricken out and the following words substituted therefor: "the following words be added at the end of the resolution passed on the sixth of March instant, and to make such other changes in the said Bill as may commend themselves to the judgment of the Committee."

The question of concurrence being put on the motion in amendment, it was resolved in the affirmative.

The question of concurrence being then put on the main motion, as amended, the same was resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk with a Bill (89) intituled: "An Act respecting the Crawford Bay and St. Mary's Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Ross (Middlesex), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (92) intituled: "An Act respecting the Grand Valley Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (94) intituled: "An Act to incorporate the Nipissing Central Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

Ordered, That the said Bill be referred to the Standing Committee on Standing Orders, in accordance with Rule 118 of the Senate.

A Message was brought from the House of Commons by their Clerk to return the Bill (Q) intituled: "An Act respecting the Calgary and Edmonton Railway Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (53) intituled: "An Act respecting the Dominion Fire Insurance Company," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (30) intituled: "An Act to incorporate the Women's Art Association of Canada," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (56) intituled: "An Act to incorporate the Quinze and Blanche River Railway Company," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill (10) intituled: "An Act respecting a patent of the George E. Smith Lumber Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (U) intituled: "An Act to revive certain patents of the Nichols Copper Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (76) intituled: "An Act to amend the Northwest Territories Act." was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the second reading of the Bill (NN) intituled: "An Act for the relief of George William Hadley,"

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Baker, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (W) intituled: "An Act to incorporate the Travellers' Indemnity Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the second reading of Bill (QQ) intituled: "An Act for the relief of Celina Kingan Ansley,"

The Honourable Mr. Jones moved, seconded by the Honourable Mr. Thompson,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Jones moved, seconded by the Honourable Mr. Thompson,

That the said Bill be read a third time on Thursday next.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the First Report of the Standing Committee on Debates and Reporting of the Senate,

On motion of the Honourable Mr. Bérique, seconded by the Honourable Mr. Desaulles, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company,"

On motion of the Honourable Mr. Thompson, seconded by the Honourable Mr. Jones, it was

Ordered, That the same be postponed until Thursday next.

Pursuant to the Order of the Day, the Bill (TT) intituled: "An Act to incorporate the Ottawa Terminals Railway Company," was read a second time.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Cox, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Twenty-second Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Report be adopted.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Thibaudeau (de la Vallière), from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Kerr presented to the Senate a Bill (XX) intituled: "An Act respecting a certain Patent of Philip J. Green, Melvin Hunt and John D. McMurrich."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Casgrain,

The Senate adjourned.

Wednesday, 13th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Cox,	Legris,	Riley,
Baker,	David,	Lougheed,	Robertson,
Beith,	Dessaulles,	Lovitt,	Ross (Middlesex),
Béique,	De Veber,	Mackay (Alma),	Ross (Halifax),
Bernier,	Domville,	MacKeen,	Ross (Moosejaw),
Bolduc,	Douglas,	McDonald	Roy,
Bostock,	Drummond	(Cape Breton),	Scott,
Boucherville, de	(Sir George),	McGregor,	Shehyn,
(C.M.G.),	Edwards,	McHugh,	Sullivan,
Bowell	Ellis,	McKay (Truro),	Talbot,
(Sir Mackenzie),	Ferguson,	McLaren,	Tessier,
Carling	Fiset,	McMillan,	Thibaudeau
(Sir John),	Frost,	McSweeney,	(de la Vallière),
Cartwright	Gibson,	Merner,	Thompson,
(Sir Richard),	Gillmor,	Miller,	Watson,
Casgrain,	Jones,	Mitchell,	Wilson,
Choquette,	Kerr,	Montplaisir,	Wood,
Cloran,	King,	Perley,	Yeo,
Coffey,	Kirchhoffer,	Poirier,	Young.
Comeau,	Landry,	Power,	

PRAYERS.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Sixth Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

TUESDAY, 12th March, 1907.

The Committee on Divorce beg leave to make their Sixth Report, as follows:—

In the matter of the Petition of Arthur Leon McPherson, of the Township of Stukely, County of Shefford, in the Province of Quebec, farmer; praying for the passing of an Act to dissolve his marriage with Annie Lucinda Alberta Booth, and for such further and other relief as the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence of the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with in all material respects.

3. The Committee have heard and inquired into the matters set forth in the petition and have taken evidence upon oath touching the right of the Petitioner to the relief prayed for.

4. The Committee report herewith the testimony of the witnesses examined, and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

5. The Committee recommend that a Bill be passed dissolving the Petitioner's said marriage.

Herewith is submitted a draft, approved by the Committee, of a Bill to that effect. All which is respectfully submitted.

J. N. KIRCHHOFFER,  
*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Perley, That the said Report be taken into consideration by the Senate on Wednesday next. Which being objected to, The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and Ordered accordingly.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

WEDNESDAY, 13th March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-third Report.

Your Committee have examined the following Petitions:—

Of D. McGillivray and others, of Port Colborne and elsewhere; praying to be permitted, notwithstanding the time limited for presenting Petitions for Private Bills has expired, to present a Petition for the passing of an Act amending their Act of Incorporation as the Erie-Ontario Power Company; and

Of Harley Lorenzo Pierce and others, of the City of Toronto; praying for leave to present a Petition for the passing of an Act incorporating them as the Standard Life Insurance Company of Canada, notwithstanding the time limited for presenting Petitions for Private Bills has expired.

Your Committee being satisfied with the reasons for the delay, in each case, recommend the suspension of the Rules 110 and 113, and that leave be given the said parties to present Petitions as prayed for.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

With leave of the Senate,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That Rule 24*h* be suspended in so far as it relates to the said Report, and that the said Report be now adopted.

With leave of the Senate,

The Honourable Mr. Power moved, seconded by the Honourable Mr. Cox,



That the Rules 24*a*, 30 and 110 of the Senate be dispensed with in so far as they relate to the Petitions of D. McGillivray and others, of Port Colborne and elsewhere; and of Harley Lorenzo Pierce and others, of the City of Toronto.

The question of concurrence being put thereon, the same was resolved in the affirmative.

The following Petitions were severally brought up, and laid on the Table:—

By the Honourable Mr. Power,—Of D. McGillivray and others, of Port Colborne, and others of elsewhere; and of Harley Lorenzo Pierce and others, of the City of Toronto.

With leave of the Senate,

The Honourable Mr. Power moved, seconded by the Honourable Mr. Cox,

That the Rules 24*a*, 30 and 113 of the Senate be dispensed with in so far as they relate to the presentation of the following Bills, intituled: “An Act respecting the Erie-Ontario Power Company,” and “An Act respecting the Standard Life Insurance Company.”

The question of concurrence being put thereon, the same was resolved in the affirmative.

The Honourable Mr. Power then presented to the Senate, a Bill (YY) intituled: “An Act respecting the Erie-Ontario Power Company.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Power presented to the Senate, a Bill (ZZ) intituled: “An Act respecting the Standard Life Insurance Company.”

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Friday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

WEDNESDAY, 13th March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-fourth Report.

Your Committee had before them Bill (94) intituled: “An Act to incorporate the Nipissing Central Railway Company,” which was referred to them under Rule 118. Your Committee find that Rule 107 has been fully complied with.

All which is respectfully submitted.

FINLAY M. YOUNG,

*Chairman.*

Ordered, That the same do lie on the Table.

On motion of the Honourable Mr. MacKeen, seconded by the Honourable Mr. Wood, it was

Ordered, That the Bill (94) intituled: “An Act to incorporate the Nipissing Central Railway Company,” be placed upon the Orders of the Day for a second reading to-morrow.

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The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. Thompson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Y) intituled: "An Act respecting the Midway and Vernon Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (DD) intituled: "An Act respecting the Alberta Central Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Talbot, seconded by the Honourable Mr. Watson, it was.

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (79) intituled: "An Act respecting the Great West Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Ross (Middlesex), it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (78) intituled: "An Act respecting the Canadian Pacific Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (HH) intituled: "An Act respecting the Lake Superior Power Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. De Veber, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (54) intituled: "An Act to incorporate the Edmonton, Dunvegan and British Columbia Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Bostock, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (15) intituled: "An Act respecting the Joliette and Brandon Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. Roy, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company," presented the following report:—

Ordered, That it be now received, and

The said Report was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

WEDNESDAY, 13th March, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (38) from the House of Commons, intituled: "An Act respecting the Klondyke Mines Railway Company," have in obedience to the order of reference of the 21st of February last, examined the said Bill, and now beg leave to report the following:—

*In the Preamble.*

Page 1, line 3.—After "forth" insert "and whereas no bonds have been issued by the said Company under the agreement mentioned in Section 2 of Chapter 66 of the Statutes of 1902."

This alteration of the preamble is recommended in order to set out clearly a fact necessary for the proper understanding of Clause 4 of the Bill.

All which is respectfully submitted.

J. P. B. CASGRAIN,

*Chairman.*

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (EE) intituled: "An Act to incorporate the Winnipeg and Northwestern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 49.—Leave out Clause 12.

Page 3, line 4.—After "13" insert "For the purposes of its undertaking, and subject to the provisions of Section 247 of *The Railway Act.*"

Page 3, line 14.—Leave out from "for" in line 14 to "lands" in line 17, both inclusive.

Page 3, line 22.—Leave out Clause 15

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 29.—Add the following as Clause 3:—

"3. Section 15 of Chapter 112 of the Statutes of 1901 is hereby repealed and the following is substituted therefor:—

"15. Subject to the provisions of this Act, *The Railway Act* shall apply to the Company and to its undertaking."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 15.—Add the following as Clauses 2 and 3:—

"2. Subsection 1 of Section 1 of Chapter 120 of the statutes of 1905 is hereby repealed.

"3. Section 5 of Chapter 64, of the Statutes of 1900 is hereby repealed and the following substituted therefor:—

"5. The annual meeting of the shareholders shall be held at such place and on such day as the directors from time to time appoint."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," reported that they had gone through the said Bill and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

5. Section 5 of Chapter 78 of the Statutes of 1901 is hereby repealed and the following substituted therefor:—

"5. The annual meeting of the shareholders shall be held at such place and on such day as the directors from time to time appoint."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate tomorrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 13.—Add the following as Clause 2:—

2. Section 6 of chapter 50 of the Statutes of 1899 is hereby repealed and the following substituted therefor:—

"6. The annual meeting of the shareholders shall be held at such place and on such day as the directors from time to time appoint."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate tomorrow.

The Honourable Mr. Casgrain from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster and Boundary Railway and Navigation Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 10.—Leave out "and."

Page 3, line 34.—After "undertaking" insert "and subject to the provisions of Section 247 of *The Railway Act*."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Casgrain from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 7.—Leave out Clause 9.

Page 2, line 13.—After "undertaking" insert "and subject to the provisions of Section 247 of *The Railway Act*."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Return to an Address of the Senate dated 27th November, 1906, for a copy of all correspondence exchanged between the Government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various departments of the Government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 98c.)*

The Honourable Mr. David moved, seconded by the Honourable Mr. Watson,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all papers, correspondence and resolutions in connection with the establishment or encouragement of technical education in this country.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

The Order of the Day being read for the third reading of the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company,"

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the third reading of the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company (Limited),"

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (68) intituled: "An Act to establish the Intercolonial and Prince Edward Island Railways Employees' Provident Fund," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (12) intituled: "An Act to incorporate the Malone and Hopkins Point Railway Company,"

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Douglas, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the third reading of the Bill (NN) intituled: "An Act for the relief of George William Hadley."

The Honourable Mr. Perley moved, seconded by the Honourable Mr. Kirchoffer, That the said Bill be now read a third time.

The Honourable Mr. Landry moved in amendment, seconded by the Honourable Mr. de Boucherville,

That the said Bill be not now read a third time, but that it be read a third time this day six months.

The question of concurrence being put on the motion in amendment, the same was, on a division, resolved in the negative.

The question of concurrence being put on the main motion, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Perley moved, seconded by the Honourable Mr. Kirchhoffer,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of George William Hadley, praying for a Bill of Divorce, and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for resuming the adjourned Debate on the motion for the third reading of the Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company," and the motion in amendment of the Honourable Mr. Landry.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order of the Day.

Pursuant to the Order of the Day, the Bill (59) intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate resumed the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

After Debate,

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That further discussion of the said motion be postponed until to-morrow, and that it be the first Order of the Day after third readings of Bills.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900," and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903,"

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of amendments made in Committee of the Whole on the Bill (50) intituled: "An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be not agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for putting the House again into a Committee of the Whole on Bill (33) intituled: "An Act respecting the Inspection of Meats and Canned Foods."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for meals for travellers."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the consideration of the First Report of the Standing Committee on Debates and Reporting of the Senate.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright

The Senate adjourned.



Thursday, 14th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker,

The Honourable Messieurs

Baird,	Dessaulles,	Lovitt,	Riley,
Baker,	De Veber,	Mackay (Alma),	Robertson,
Beith,	Domville,	MacKeen,	Ross (Middlesex),
Béique,	Douglas,	McDonald	Ross (Halifax),
Bernier,	Drummond	(Cape Breton),	Ross (Moosejaw),
Bolduc,	(Sir George),	McGregor,	Roy,
Bostock,	Edwards,	McHugh,	Scott,
Boucherville, de	Ellis,	McKay (Truro),	Shehyn,
(C.M.G.),	Ferguson,	McLaren,	Sullivan,
Carling	Fiset,	McMillan,	Talbot,
(Sir John),	Frost,	McSweeney,	Tessier,
Cartwright	Gibson,	Merner,	Thibaudeau
(Sir Richard),	Gillmor,	Miller,	(de la Vallière),
Casgrain,	Jones,	Mitchell,	Thompson,
Choquette,	Kerr,	Montplaisir,	Watson,
Cloran,	King,	Owens,	Wilson,
Coffey,	Kirchhoffer,	Perley,	Wood,
Comeau,	Landry,	Poirier,	Yeo,
Cox,	Legris,	Power,	Young.
David,	Lougheed,		

#### PRAYERS.

With leave of the Senate,

The Honourable Mr. Mitchell moved, seconded by the Honourable Mr. McHugh,

That the Rules 24a, 30 and 112 of the Senate be suspended in so far as they relate to the presentation of the Petition of Robert Henry Matson, of the City of Toronto and others of elsewhere.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then the Honourable Mr. Mitchell presented the Petition of Robert Henry Matson, of the City of Toronto and others of elsewhere; praying to be incorporated under the name of the Prudential Life Insurance Company.

The said Petition was then read and received.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (31) intituled: "An Act to incorporate the Northwestern Trusts Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Ferguson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (28) intituled: "An Act to incorporate the Residential Fire Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be read a third time to-morrow.

The Right Honourable Sir Richard Cartwright presented to the Senate a Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Monday next.

The Honourable Mr. Scott presented to the Senate a Bill (BBB) intituled: "An Act to amend the Civil Service Act."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Lougheed,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate the papers referred to as Exhibits Nos. 682, 686, 688, 737, 738, 740 and 741, in Sessional Paper No. 123b, being a supplementary return laid on the Table of this House during the present Session of Parliament.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a return of:—

1. Copies of all regulations made by the Governor in Council under Section 14, Chapter 13, of the Act intituled: "The Civil Service Insurance Act."

2. The number of policies issued under the said Act, giving the dates of issue.

3. The names of the policy-holders.

4. The premiums paid annually or otherwise on each policy.

5. The total amount of the excess of the deduction from the salaries of said policy-holders on account of superannuation, and the deduction which would have been made had they not effected insurance under the said Act.

6. The total amount paid as death claims and the date of each payment.

7. The difference between the premiums paid, with the deduction made in excess, as stated in paragraph 5, as compared with losses through death claims with interest added at the rate of 3 per cent on the amount lost by the Government under the operations of this Act up to the 1st of March instant.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

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Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the third reading of the Bill (55) intituled: "An Act respecting the Huron and Ontario Railway Company," and the motion in amendment of the Honourable Mr. Landry.

After Debate,

The question of concurrence being put on the motion in amendment, the same was, on a division, resolved in the negative.

The question of concurrence being put on the main motion, the same was, on a division, resolved in the affirmative, and

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (QQ) intituled: "An Act for the relief of Celina Kingan Ansley."

The Honourable Mr. Jones moved, seconded by the Honourable Mr. Watson, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Jones moved, seconded by the Honourable Mr. Watson,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred petition of Celina Kingan Ansley; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (Y) intituled: "An Act respecting the Midway and Vernon Railway Company," was, on a division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (DD) intituled: "An Act respecting the Alberta Central Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (79) intituled: "An Act respecting the Great West Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (78) intituled: "An Act respecting the Canadian Pacific Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (HH) intituled: "An Act respecting the Lake Superior Power Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (54) intituled: "An Act to incorporate the Edmonton, Dunvegan and British Columbia Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (15) intituled: "An Act respecting the Joliette and Brandon Railway Company," was, on division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (42) intituled: "An Act to incorporate the Eastern Townships Railway Company," was, on division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited."

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the said Bill be now read a third time.

The Honourable Mr. Fiset moved in amendment, seconded by the Honourable Mr. Yeo,

That the said Bill be not now read a third time, but that it be further amended by adding the following as Subsection 2 of Section 17:—

“2. The company may, for the purposes of its undertaking, acquire and utilize water and steam power for the purposes of compressing air or generating electricity for lighting, heating or motor purposes, and may dispose of surplus power generated by the company's works and not required for the undertaking of the company, and, for the purpose of such acquisition, utilization and disposal, may construct, operate and maintain lines for the conveyance of light, heat, power and electricity in the Counties of Bonaventure and Gaspé.”

The question of concurrence being put on the motion in amendment, the same was, on division, resolved in the affirmative.

The question of concurrence being put on the main motion, as amended, the same was, on division, resolved in the affirmative, and

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (12) intituled: “An Act to incorporate the Malone and Hopkins Point Railway Company,” was, on division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (50) intituled: “An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate resumed the further adjourned Debate on the motion of the Honourable Mr. Ferguson:—

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may be pleased to lay on the Table of this House, copies of all reports and communications in possession of the Government not already submitted to Parliament, regarding the navigation of the Hudson's Bay and the resources and climate of the territory contiguous thereto, also copies of all grants of fishing, mining and lumbering rights, given at any time, by the Government, in the said bay and territory; also copies of all reports of surveys received by the Government from either engineers, surveyors or geologists, on the feasibility of railway routes, connecting any existing or prospective railway with any port on Hudson Bay or James Bay; also a statement of grants of land or money which have been proposed, or asked for, in aid of such railways. Also, copies of all reports received by the Government in relation to the establishment of lights or other aids to navigation of Hudson Bay and Hudson Straits, and also a statement showing what action, if any, has been taken by the Government regarding the establishment of such aids to navigation.

After further Debate,

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (EE) intituled: "An Act to incorporate the Winnipeg and Northwestern Railway Company,"

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Gillmor, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company,"

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Gillmor, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Gillmor, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Gillmor, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours

to the Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Gillmor, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster and Bounding Railway and Navigation Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (94) intituled: "An Act to incorporate the Nipissing Central Railway Company," was read a second time.

On motion of the Honourable Mr. MacKeen, seconded by the Honourable Mr. Wood, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act,"

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (VV) intituled: "An Act to incorporate the International Canal Power Company,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company,"

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

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Pursuant to the Order of the Day, the Bill (89) intituled: "An Act respecting the Crawford Bay and St. Mary's Railway Company," was read a second time.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Ross (Middlesex), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (92) intituled: "An Act respecting the Grand Valley Railway Company," was read a second time.

On motion of the Honourable Mr. McDonald (C.B.), seconded by the Honourable Mr. McLaren, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the second reading of the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company,"

On motion of the Honourable Mr. Domville, seconded by the Honourable Mr. McSweeney, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (XX) intituled: "An Act respecting a certain patent of Philip J. Green, Melvin Hunt and John D. McMurrich," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the Rules 24a, 30 and 119 of the Senate be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read for the second reading of the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903,"

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Baker, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for the second reading of the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903,"

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Baker, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for putting the House again in Committee of the Whole on the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods,"

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the First Report of the Standing Committee on Debates and Reporting of the Senate,



On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be not now adopted, but that it be referred back to the said Committee for further consideration.

A Message was brought from the House of Commons by their Clerk, with a Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (102) intituled: "An Act to ratify an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (108) intituled: "An Act to amend the Canada Shipping Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, to return the Bill (29) intituled: "An Act to incorporate the National Accident and Guarantee Company of Canada," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (G) intituled: "An Act to amend the Petroleum Bounty Act," and to acquaint the Senate that they have passed the said Bill with an amendment, to which they desire the concurrence of the Senate.

The said amendment was then read by the Clerk, and it is as follows:—

Page 1, lines 7 and 8.—Strike out the words "special or general."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said amendment be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Ferguson (for the Honourable Sir George Drummond), from the Standing Committee on Banking and Commerce, to whom was referred the Bill (27) intituled: "An Act respecting La Banque Nationale," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

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Page 1, line 8.—Leave out from “and” to “for” in line 10, and substitute therefor:—“to each present shareholder there shall be allotted one share of one hundred dollars in exchange.”

Page 1, line 13.—Leave out from “2” to “shall” in line 15, and substitute therefor:—“Upon such redivision shares of one hundred dollars each to an amount representing, at par, such issued shares of thirty dollars each, and fractions thereof, as have not been so exchanged.”

Page 1, line 21.—Leave out from “of” to “and” and substitute therefor:—“shares of thirty dollars each, or of fractions thereof, to whom shares of one hundred dollars each have not been so allotted in exchange.”

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Baker, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 15th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Legris,	Power,
Baker,	Dessaulles,	Lougheed,	Riley,
Beith,	De Veber,	Lovitt,	Robertson,
Bernier,	Domville,	MacKeen,	Ross (Middlesex),
Bolduc,	Douglas,	McDonald	Ross (Moosejaw),
Bostock,	Edwards,	(Cape Breton),	Roy,
Boucherville, de	Ellis,	McGregor,	Scott,
(C.M.G.),	Ferguson,	McHugh,	Shehyn,
Carling	Fiset,	McKay (Truro),	Sullivan,
(Sir John),	Frost,	McLaren,	Talbot,
Cartwright	Gibson,	McSweeney,	Tessier,
(Sir Richard),	Gillmor,	Merner,	Thompson,
Choquette,	Jones,	Miller,	Watson,
Cloran,	Kerr,	Mitchell,	Wilson,
Coffey,	King,	Owens,	Wood,
Comeau,	Kirchhoffer,	Perley,	Yeo,
Cox,	Landry,	Poirier,	Young.
David,			

PRAYERS.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-Fifth Report.

Ordered, That it be received and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No 8.

FRIDAY, 15th March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-fifth Report.

Your Committee have examined the following Petition:—

Of Harley Lorenzo Pierce and others, of the City of Toronto; praying to be incorporated as the Standard Life Insurance Company of Canada; and find the notices of publication short in point of time. Your Committee, however, recommend the suspension of Rule 107 in so far as the same relates to the said petition, as it will be competent for the Committee to whom the Bill shall be referred to provide that no injury to any party shall arise therefrom.

All which is respectfully submitted,

FINLAY M. YOUNG,

*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A statement in pursuance of Section 17 of the Civil Service Insurance Act for the year ending June 30, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 190.)*

With leave of the Senate,

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That when the Senate adjourns to-day, it do stand adjourned until Tuesday next, at three o'clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (31) intituled: "An Act to incorporate the Northwestern Trusts Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (28) intituled: "An Act to incorporate the Residential Fire Assurance Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (EE) intituled: "An Act to incorporate the Winnipeg and Northwestern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

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Pursuant to the Order of the Day, the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster and Boundary Railway and Navigation Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament,

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Fifth Report of the Standing Committee on Divorce, to whom was referred the Petition of Victor Harold Lyon, together with the evidence.

The Honourable Mr. Kirchoffer moved, seconded by the Honourable Mr. Baker, That the said Report be now adopted.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the second reading of the Bill (YY) intituled: "An Act respecting the Erie-Ontario Power Company,"

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the second reading of the Bill (ZZ) intituled: "An Act respecting the Standard Life Insurance Company,"

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (27) intituled: "An Act respecting La Banque Nationale."

On motion of the Honourable Mr. Bolduc, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Bolduc, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

Pursuant to the Order of the Day, the Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act," was read a second time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be committed to a Committee of the Whole on Tuesday next.

Pursuant to the Order of the Day, the Bill (VV) intituled: "An Act to incorporate the International Canal and Power Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company," was read a second time.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The House, according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods."

*(In the Committee.)*

Section twelve was reconsidered and the proviso added thereto amended by striking out the words "or other European markets," and substituting therefor the words "or foreign markets."

Section thirteen and the remaining sections read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bostock, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several

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amendments, which he was ready to submit whenever the House would be ready to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the Rules 24*d* and 30 of the House be dispensed with in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said amendments be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill, as amended, be read a third time on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Tuesday next, at three o'clock in the afternoon.

Tuesday, 19th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Dessaulles,	Lovitt,	Robertson,
Baker,	De Veber,	MacKeen,	Ross (Middlesex),
Beith,	Domville,	McDonald	Ross (Moosejaw),
Bernier,	Douglas,	(Cape Breton),	Roy,
Bolduc,	Ferguson,	McGregor,	Scott,
Bostock,	Fiset,	McHugh,	Sullivan,
Boucherville, de	Frost,	McKay (Truro),	Talbot,
(C.M.G.),	Gibson,	McLaren,	Tessier,
Carling	Gillmor,	McMillan,	Thibaudeau
(Sir John),	Jaffray,	McSweeney,	(de la Vallière),
Casgrain,	Jones,	Merner,	Thompson,
Choquette,	Kerr,	Miller,	Watson,
Cloran,	King,	Mitchell,	Wilson,
Coffey,	Kirchhoffer,	Perley,	Wood,
Comeau,	Landry,	Poirier,	Yeo,
David,	Legris,	Power,	Young.
Davis,	Lougheed,	Riley,	

PRAYERS.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A return to an Address of the Senate, dated the 6th March, 1907, for copies of all correspondence between the Government of Canada or any member thereof with any person whatsoever, and any report from any officer of the Government regarding the question of pensions by the state to deserving persons of advanced age, and also a copy of a Bill referred to by the right honourable the Minister of Trade and Commerce during a speech made by him in the Senate on the 28th February last, dealing with the sale of annuities by the Government of Canada.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers No. 189.*)

The Honourable Mr. Davis presented to the Senate a Bill (CCC) intituled: "An Act for the relief of Victor Harold Lyon."

The said Bill was read a first time.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Wilson, That the said Bill be read a second time on Friday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.



The Honourable Mr. David moved, seconded by the Honourable Mr. Young, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will be pleased to cause to be laid before this House all papers and correspondence which has taken place within the last three years between the Federal and the Provincial Governments concerning legislation affecting provincial rights.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

Pursuant to the Order of the Day, the Bill (27) intituled: "An Act respecting La Banque Nationale," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (33) intituled: "An Act respecting the Inspection of Meats and Canned Foods," as amended.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Frost, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (BBB) intituled: "An Act to amend the Civil Service Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (102) intituled: "An Act to ratify an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for the second reading of the Bill (108) intituled: "An Act to amend the Canada Shipping Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for the second reading of the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company."

On motion of the Honourable Mr. Domville, seconded by the Honourable Mr. McDonald (C.B.), it was

Ordered, That the same be postponed until Thursday, the fourth day of April next.

Pursuant to the Order of the Day, the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903," was read a second time.

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903," was read a second time.

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for the consideration of the amendments made by the House of Commons to Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Twenty-fifth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the second reading of the Bill (ZZ) intituled: "An Act respecting the Standard Life Insurance Company,"

On motion of the Honourable Mr. Jaffray, seconded by the Honourable Mr. Gibson, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act."

*(In the Committee.)*

Title read and postponed.

First section read and debated.

It being six o'clock, the Chairman left the Chair, to resume the same at half-past seven.

The Committee was resumed.

7.30.

*(In the Committee.)*

After further debate on the first section it was moved that the same be adopted. Which being objected to, the Committee divided:—

YEAS, 18; NAYS, 8.

So it was resolved in the affirmative.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Baird, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk with a Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Mitchell, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (82) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (88) intituled: "An Act to incorporate the Ontario and Quebec Railway Ferry Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk with a Bill (91) intituled: "An Act respecting the St. Maurice Valley Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the said Bill be read a second time on Thursday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (V) intituled: "An Act respecting the Témiscouata Railway Company," and to acquaint the Senate that they have passed the said Bill with an amendment to which they desire their concurrence.

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The said amendment was then read by the Clerk, and it is as follows:—

Page 1, line 24.—After “person” insert “consenting thereto.”

Then, on motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the said amendment made to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (68) intituled: “An Act to establish the Intercolonial and Prince Edward Island Railways Employees’ Provident Fund,” and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Watson,

The Senate adjourned.

Wednesday, 20th March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Dessaulles,	Lovitt,	Ross (Middlesex),
Baker,	De Veber,	MacKeen,	Ross (Moosejaw),
Beith,	Domville,	McDonald	Roy,
Bernier,	Douglas,	(Cape Breton),	Scott,
Bolduc,	Edwards,	McGregor,	Shehyn,
Bostock,	Ellis,	McHugh,	Sullivan,
Boucherville, de	Ferguson,	McKay (Truro),	Talbot,
(C.M.G.),	Fiset,	McLaren,	Tessier,
Bowell	Frost,	McMillan,	Thibaudeau
(Sir Mackenzie),	Gibson,	McMullen,	(de la Vallière),
Carling	Gillmor,	McSweeney,	Thibaudeau
(Sir John),	Jaffray,	Merner,	(Rigaud),
Casgrain,	Jones,	Miller,	Thompson,
Choquette,	Kerr,	Mitchell,	Watson,
Cloran,	King,	Perley,	Wilson,
Comeau,	Kirchhoffer,	Poirier,	Wood,
Cox,	Landry,	Power,	Yeo,
David,	Legris,	Riley,	Young.
Davis,	Lougheed,	Robertson,	

PRAYERS.

The Honourable Mr. Ellis, from the Joint Committee on the Printing of Parliament, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM,

FRIDAY, 15th March, 1907.

The Joint Committee on the Printing of Parliament, beg leave to present the following as their Third Report:—

The Committee carefully examined the following document, and recommend that it be printed:—

92*b*. Report of C. H. Beddoe, Accountant of the Department of the Interior, of an audit of the books and accounts of the North Atlantic Trading Company.—(*Sessional Papers*.)

The Committee recommend that the following documents be not printed:—

62*e*. Return to an Order of the House of the 6th February, 1907, for a copy of Plans, documents, &c., now under consideration by the Transcontinental Commission and Railway Commission pertaining to the development and improvement of Quebec Harbour as a maritime port and railway terminus.

62*f*. Return to an Address to His Excellency the Governor General of the 23rd January, 1907, for a copy of all Papers, correspondence, reports, plans, and profiles, and estimates of costs at any time received by or filed with the Commissioners of the National Transcontinental Railway, or with the Department of Railways, respecting: (a) That portion of the route of the said railway between the Quebec bridge and the vicinity of the Maine boundary line, as the route for such portion has been approved or adopted, or respecting any suggested variations of the location of such portion of the railway; (b) respecting another suggested route for the said portion of the said railway between the points aforesaid, not passing by way of Lake Etchemin, and sometimes known as the Morin route.

2. For a copy of all Orders in Council approving, adopting, or respecting any such routes between the points aforesaid.

68*b*. Return to an Address of the Senate, dated the 23rd of January, 1907, for a copy of all Papers and correspondence having reference to the calling out of militia and to the intervention of the Government in the late strikes and riots in Hamilton and Buckingham; also giving a statement showing the amounts paid by the Government and municipalities in each case, for the services of the militia in connection with strikes; together with a statement showing in which cases, if any, the Government was recouped by the municipalities, the amount paid the militia, and the amounts.

116*c*. Return to an Order of the House of the 27th February, 1907, for copies of all Reports and other papers in connection with the choice of the eastern outlet for the Trent Valley Canal.

123*a*. Report of the Royal Commission on Life Insurance.

123*b*. Evidence taken before the Royal Commission on Life Insurance.

127. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Correspondence between the Government of Canada and the Government of Australia, or any officials thereof, with reference to tariff preferences between the two countries; and all Orders in Council in reference thereto, for the years 1904, 1905, 1906.

143. Return to an Address to His Excellency the Governor General of the 30th January, 1907, for a copy of all Papers, memorials, memorandums, documents and correspondence between the Provincial Assembly and Provincial Government of Manitoba, and the Dominion Parliament and Dominion Government during the past ten years, in reference to the extension of the boundaries of Manitoba.

144. Despatches and Orders in Council relative to Colonial Conference, 1907, from 20th April, 1905, to 15th February, 1907.

145. Return to an Address to His Excellency the Governor General of the 28th January, 1907, for a copy of all Orders in Council, letters, papers, correspondence and documents relating to or connected with the resignation of Mr. Alexander Henderson as Judge of the County Court of British Columbia.

146. Return to an Order of the House of the 6th February, 1907, Showing the number of persons employed in the House of Commons, (a) as permanent employees, and in what capacity; (b) as sessional employees, and in what capacity; (c) the salary of each such employee; (d) the name of each employee of the House, or connected with the service of the House, as translators or otherwise, not living at Ottawa; (e) where each employee lives, and what his salary or remuneration is.

146*a*. Return to an Order of the House of the 6th February, 1907, Showing where all the clerical work of the House of Commons is done, (a) the ordinary routine work; (b) all the translation; (c) how much is paid to translators not living in Ottawa, or working at their homes in Ottawa, per day, or how paid; (d) how much was paid last year for all such services of the House of Commons.

147. Copy of Order in Council respecting the landing of fresh fish in American bottoms and the purchase of supplies by such vessels, in Ports of British Columbia,—and also, copy of instructions to the Collector of Customs, Vancouver, B.C., respecting the same.

148. Return to an Address to His Excellency the Governor General of the 6th February, 1907, for a copy of all Orders in Council, reports, letters, telegrams, accounts, vouchers, documents and other papers since the First January, 1902, relating to the surrender of the whole or any portion of the Nipissing Indian Reserve.

149. Return to an Address of the Senate, dated the 29th of January, 1907, for copies of all Reports received by the Government or any Member thereof, relating to the establishment of an Experimental Branch Farm in Prince Edward Island, and any Order in Council made regarding the same; also a statement showing what tract of land, if any, has been purchased for the purposes of the said farm, where it is located, the number of acres acquired, the price paid for the same, and the name of the vendor.

150. Return (in so far as the Department of the Interior is concerned) to an Address to His Excellency the Governor General of the 6th February, 1907, for a copy of all Orders in Council in connection with the land grants or subsidies to the following railways: The Manitoba and Southeastern Railway Company, the Lake Manitoba Railway and Canal Company, the Hudson Bay Railway Company, the Winnipeg and Great Northern Railway Company, and all other railways now part of the Canadian Northern Railway Company's system, west of the Province of Ontario.

151. Correspondence respecting the vacancy on the Bench of the Supreme Court of Nova Scotia.

152. A Statement of the affairs of the British Canadian Loan and Investment Company, as on 31st December, 1906.

153. Return to an Order of the House of the 6th February, 1907, showing: In respect of items "Locomotive and car shops, and land purchase at Moncton, \$540,000" and "New machinery for locomotive and car shops, \$72,500," in the Appropriation Act of 1906, Schedule B, page 29, all expenditures made thereunder up to December 31st, 1906, said statement to specify in respect of each payment, the date of the transaction, the nature of the goods supplied or service rendered, name of the person or company to whom the consideration was paid.

154. Return to an Order of the House of the 21st January, 1907, for a copy of all Reports, papers, surveys, estimates, correspondence and other documents, with reference to the proposed branch line from the Prince Edward Island Railway at or near O'Leary, to a point at or near West Cape.

155. Return to an Order of the House of the 3rd December, 1906, for a copy of all Correspondence, contracts, appointments of overseers, in respect to Port Bruce Harbour, in the County of Elgin, Ontario, since 1st January, 1905; also a return showing voucher pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving the names of overseers and when appointed, from same date.

156. Return to an Order of the House of the 6th February, 1907, showing:

1. What Government dredges operated in the Maritime Provinces during the years 1900-1, 1901-2, 1902-3, 1903-4, 1904-5, 1905-6.

2. At what ports or places in the Maritime Provinces dredging was carried on during said years, giving the name of the dredge operating in each place, the number of days each dredge was employed, and the number of cubic yards excavated at each place where dredging was carried on.

3. Where said dredges are at present.

157. Return to an Address to His Excellency the Governor General of the 28th November, 1906, for a copy of all Orders in Council, valuations, letters, telegrams, correspondence, memoranda, conveyances and other documents and papers, from the first day of January, 1900, to the present time, relating to the proposal to acquire lands at Truro, Nova Scotia, for the Intercolonial Railway, and especially all such documents as aforesaid relating to the acquisition of land purchased by the Crown from H. W. Yuill by deed bearing date on or about the 17th October, 1904; also a copy of conveyances bearing date in October, 1904, under which the said Yuill acquired the said

property; also all reports touching the question of sites for the construction of a round-house at Truro.

158. Return to an Order of the House of the 11th February, 1907, showing:

1. What work the Railway Department ordered and performed at public expense to rail and ballast the whole or part of a branch railway from the Intercolonial Railway to the Wallace Quarries, Cumberland County, Nova Scotia, and what length was railed or ballasted.

2. From what point and for what distance the department conveyed ballast for the said work.

3. The length of said branch line.

4. Why the said branch line was not extended to Wallace Village, and what distance farther than constructed it would be necessary to build to give Wallace Village rail connection.

5. If the department hauls cars to said Wallace Quarries at public expense, and why it is done.

6. If shunting charge on the said branch line was cancelled, when it was cancelled, and for what reason.

7. At whose instance or request, or for whose benefit the above-mentioned work was done, and the shunting charge cancelled.

8. How much the department has expended for work on construction of said branch line.

9. Who the owners or operators of the said Wallace Quarries are.

10. What the freight rates collected by the department over the said branch lines are.

11. What similar or any concessions in the matter of construction, reduction of freight rates, or cancellation of shunting charges, to or in relation to any other quarries operated at or near Wallace have been granted by the department.

12. What other quarries operating at or near Wallace, and doing business over the Intercolonial Railway, are charged freight rates or shunting charges, or both, upon or in respect to any branch line used by them.

13. What companies are so operating, and what charges the department makes against them.

14. What owners or operators of the Wallace Quarries above-mentioned are related to the Minister of Railways, who they are, and how related.

159. Return to an Order of the House of the 18th February, 1907, showing: A summary of stock, implements, chattels, grain, hay, roots, and all other kinds of fodder, and their value, on the first day of December, for the years 1905-1906 on the Central Experimental Farm, Ottawa.

160. Return to an Order of the House of the 10th December, 1906, for a copy of the Correspondence, telegrams, tenders, and engineer's estimate, in reference to letting the contract for the construction of extension pier at Port Daniel, in County of Bonaventure, on 30th May, 1904.

161. Return to an Order of the House of the 3rd December, 1906, for a copy of all Correspondence, contracts, appointments of overseers, in respect to Port Burwell Harbour, in the County of Elgin, Ontario, since 1st January, 1905; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date.

162. Copy of Deed Joseph H. Henderson *et ux* to His Majesty the King, for 34.78 acres of land in the City of Halifax, N.S., for the Intercolonial Railway.

163. Return to an Order of the House of the 3rd December, 1906, showing:

1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust, (a) on capital account; (b) for arrears of interest.

2. The amount collected at each toll-gate belonging to the said Turnpike Trust during the year ending 31st December, 1905.



3. The names of all parties who have commuted their tolls, and the amount of commutation paid in each case.

4. The amounts expended on each section or road division under the control of said trust, during the said year, ending 31st December, 1905, and the contracts given out during the year, with the name of the contractor, and the date and amount involved in each case.

5. The amount paid out during the said year at each toll-gate and check-gate for salaries of day and night keepers, and other expenditures at each of the toll-gates maintained.

6. The names of all parties holding passes for free use of the road, under the control of said trust, during the said year.

7. The expenses of the said trust during the said year, for rent, salaries of the office, giving name and remuneration of each official.

8. The actual indebtedness in detail of the said trust, outside of its bonds, due to the Government of Canada.

9. The amount collected during the year 1905 from municipalities, under special agreements made, as their share, pro rata, of the bonded indebtedness of the Turnpike Trust.

164. Return to an Order of the House of the 16th January, 1907, showing:

1. What amounts were paid into the office of the Receiver General during the fiscal year 1905-1906 on account of contractors' deposits for security, and by what contractors these sums were paid.

2. The deposits forfeited to the Government during the said fiscal year, names of the contractors, and the amounts so forfeited.

3. Cheques received as security from contractors during the said fiscal year, held by the departments which received them, and from whom they were received.

4. The total amount now in the hands of the Receiver General and of the several Departments, respectively, belonging to this account.

165. Return to an Address to His Excellency the Governor General of the 10th December, 1906, (in so far as the Department of Customs is concerned), for a copy of all Orders in Council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Peuchen & Co., in its dealings with the Customs and Inland Revenue Departments, from the date of the incorporation of the said company to the present date.

166. Return (in so far as the Department of the Interior is concerned) to an Address of the Senate dated the 7th February, 1907, calling for the Orders in Council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, Chapter 25, Section 7, and all Orders in Council passed since 1895, relating to grants of lands for this purpose.

Also copies of all contracts between the Canadian Northern Railway Company and the Government relating to the construction of a line of railway to the Hudson Bay or any portion of the said line of railway.

167. Return to an Order of the House of the 9th January 1907, showing all Timber lands in the Railway Belt in the Province of British Columbia, sold or leased by the Government, or any department thereof, since the 1st July, 1896, the description and area of such lots, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name and address of the person or company to whom each lot was sold or leased.

168. Return to an Order of the House of the 4th March, 1907, showing:

1. How much money has been paid by the Government of Canada in the form of bounties on lead.

2. To what companies the same has been paid.

3. Where the mines are located.

169. Return to an Address to His Excellency the Governor General of the 11th February, 1907, for a copy of all Correspondence, reports and letters, between this Government and the Government of the United States, relating to rural free delivery.

170. Return to an Order of the House of the 11th February, 1907, showing the Names of the employees of the Brandon Post Office during the year ending June 30th, 1906, and salaries received by them, respectively; also names and salaries of those now employed in the office; also amount paid by the Postmaster for help and expenses for year ending June 30th, 1906.

171. Return to an Order of the House of the 3rd December, 1906, for a copy of all Correspondence, contracts, appointments of overseers, in respect to Port Stanley Harbour, in the County of Elgin, Ontario, since 1st January, 1905; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date.

172. Return to an Order of the House of the 28th January, 1907, showing, In respect of the special inspection undertaken in April last of all unpatented homesteads entered for prior to 1st September, 1905, in the Alameda, Battleford, Regina and Yorkton land districts (referred to in Part I., page 4, of the Report of the Department of the Interior, 1905-6: (a) the report of the Inspector of Dominion Land Agencies; (b) the instructions issued to the several land agents and homestead inspectors; (c) all correspondence between the Department of the Interior and the aforesaid agencies in respect to the necessity or desirability of such inspection, the manner in which it should be conducted, and the action to be taken in consequence of the facts brought out by such inspection.

173. Return to an Address of the Senate, dated the 13th June, 1906, for a copy of the Correspondence exchanged between the Honourable Mr. Landry and the Right Honourable Sir Wilfrid Laurier, and between the latter and the Department of Militia and Defence, on the subject of the refusal by that Department to translate and to cause to be published in French the regulations for the militia which were published, in English only, in the *Canada Gazette*, of the 5th May last.

174. Return to an Order of the House of the 18th February, 1907, for a copy of all Regulations submitted by the Government to trans-Atlantic steamship companies for their guidance in regard to stowing of perishable products, or temperatures to be maintained in cold storage, or cold air chambers, or ventilation required in ordinary storage chambers on their steamships.

175. Return to an Order of the House of the 23rd January, 1907, for a copy of all Correspondence and written communications between judges of the Provincial Courts and the Minister of Justice, or any Member or official of the Government, since the passing of the Dominion Act 4-5 Edward VII., Chapter 31, in reference to Section 7 of said Act, or in reference to judges acting as executors, administrators or trustees of estates, directors or managers of companies, corporations or firms, or arbitrators, umpires or referees in matters of controversy, or engaging in other extra-judicial work; and including a copy of a circular letter to judges issued by the Minister of Justice, and referred to by Minister in *Hansard* for First Session of 1906, at page 869, and of the answers of the judges to the circular.

176. Return to an Order of the House of the 28th January, 1907, for a copy of the Report of Mr. C. W. Speers, General Colonization Agent, in respect of the special inspection and enumeration which was made of the Doukhobor colonies during the year 1905-6, together with the instructions which led up to it, and the report of the inspectors engaged in the work (without census sheets), and any correspondence in connection with or arising out of the same.

177. Return to an Order of the House of the 28th February, 1907, for a copy of all Correspondence in regard to the mission of W. L. Mackenzie King, Deputy Minister of Labour, to England, to secure legislation by the British Parliament to prevent

fraudulent representations being made in that country, to induce emigration to Canada; also a copy of the legislation enacted as a result of such mission.

All which is respectfully submitted.

JOHN V. ELLIS,  
*Chairman.*

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Cox, it was

Ordered, That the said Report be taken into consideration by the Senate on Friday next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (RR) intituled: "An Act respecting the City of Toronto Yonge Street Bridge," presented the following Report:—

Ordered, That the Report be now received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8,  
WEDNESDAY, 20th March, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (RR) intituled: "An Act respecting the City of Toronto Yonge Street Bridge," have, in obedience to the order of reference of March 7th last, examined the said Bill, and now beg leave to report thereon as follows:—

The promoters of the said Bill having requested leave to withdraw the Bill, your Committee recommend that such leave be given and that the Bill be discharged from the Orders of the Senate.

Your Committee further recommend that the fees paid upon the said Bill be refunded to the solicitors for the promoters, less the cost of printing and translation.

All which is respectfully submitted.

J. P. B. CASGRAIN,  
*Chairman.*

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (Z) intituled: "An Act to incorporate the St. Leon Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 27.—For "on the Canadian Pacific Railway" substitute "at or near."

Page 2, line 13.—For "Governor in Council" substitute "Board of Railway Commissioners of Canada."

Page 2, line 35.—For Clause 13 substitute the following:—

"13. The Company may establish, maintain and conduct hotels, theatres, parks and athletic grounds at St. Leon."

Page 2, line 44.—Strike out Clause 15.

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Casgrain, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (58) intituled: "An Act to incorporate the Western Rivers Improvement Company," presented the following Report:—  
Ordered, That the Report be now received, and  
The same was then read by the Clerk, and it is as follows:—

THE SENATE,  
COMMITTEE ROOM No. 8,  
WEDNESDAY, 20th March, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (58) intituled: "An Act to incorporate the Western Rivers Improvement Company," have, in obedience to the order of reference of March 7th last, examined the said Bill, and now beg leave to report as follows:—

That the preamble of the Bill has not been proved to the satisfaction of your Committee.

The grounds on which your Committee have arrived at such decision are that it is inexpedient to declare that the proposed works are for the general advantage of Canada, inasmuch as the legislature of British Columbia has full jurisdiction to incorporate such a company as that which the Bill seeks to incorporate, and to regulate the works and operations of the company in all respects, except in so far as they may interfere with navigable waters, as to which interference full provision is already made by Dominion statute.

Your Committee further recommend that the fees paid upon the said Bill be refunded to the solicitors for the promoters, less the cost of printing and translation.

All which is respectfully submitted.

J. P. B. CASGRAIN,  
*Chairman.*

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be adopted.

With leave of the Senate,

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson,

That the Rules 24a, 30 and 119 of the Senate be dispensed with in so far as they relate to the Bill (VV) intituled: "An Act to incorporate the International Canal and Power Company,"

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

With leave of the Senate,

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Watson,

That the Rules 24a, 30 and 119 of the Senate be dispensed with in so far as they relate to the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company."

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Ferguson moved, seconded by the Honourable Mr. Landry, That an humble Address be presented to His Excellency the Governor General; praying that His Excellency may cause to be laid on the Table of the House all correspondence between the Government of Canada, or any department thereof, and the Government of Prince Edward Island, in 1901 or 1902, respecting the per capita allowance payable to that province, as provided for in the British North America Act, and how the said allowance should be computed on the population of the province, as ascertained by the census of 1901.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such Members of this House as are Members of the Privy Council.

A Message was brought from the House of Commons by their Clerk with a Bill (86) intituled: "An Act to aid in the Prevention and Settlement of Strikes and Lock-outs in Mines and Industries connected with Public Utilities," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the Rules 23*f* and 30 of the Senate be dispensed with in so far as they relate to the Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time to-morrow.

A Message was brought from the House of Commons by their Clerk with a Bill (116) intituled: "An Act to amend the Interpretation Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time on Friday next.

A Message was brought from the House of Commons by their Clerk with a Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Choquette, it was

Ordered, That the said Bill be read a second time on Friday next.

Pursuant to the Order of the Day, the Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act," was, on a division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. McMullen for the second reading of the Bill (F) intituled: "An Act to amend the Conciliation Act, 1900," and the motion of the Honourable Mr. Coffey in amendment thereto, That the said Bill be not now read a second time, but that it be read this day six months.

After Debate,

The question of concurrence being put on the motion in amendment,

The House divided, and the names being called, they were taken down as follows:—

CONTENTS:

The Honourable Messieurs

Bostock,	Ellis,	Mitchell,	Talbot,
Choquette.	Fiset,	Power,	Tessier,
Cloran,	Gillmor,	Riley,	Thompson,
Comeau,	King,	Robertson,	Watson,
David,	Legris,	Roy,	Wilson,
De Veber,	McHugh,	Scott,	Yeo, and
Dessaulles,	Merner,	Sullivan,	Young.—29.
Douglas,			

NON-CONTENTS:

The Honourable Messieurs

Baker,	Bowell	Gibson,	McMullen,
Bernier,	(Sir Mackenzie),	Lovitt,	Ross (Moosejaw),
Bolduc,	Cox,	McKay (Truro),	Ross (Middlesex), and
Boucherville, de	Domville,	McLaren,	Shehyn.—15.

So it was resolved in the affirmative, and  
Ordered accordingly.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for meals for Travellers."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. De Veber, it was

Ordered, That the same be postponed until Thursday, the fourth of April next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Sixth Report of the Standing Committee on Divorce, to whom was referred the Petition of Arthur Leon McPherson, together with the evidence.

The Honourable Mr. Wilson moved, seconded by the Honourable Mr. Merner, That the said Report be now adopted.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Kerr, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (YY) intituled: "An Act respecting the Erie, Ontario Power Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (BBB) intituled: "An Act to amend the Civil Service Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Friday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (102) intituled: "An Act to ratify an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to Bill (G) intituled: "An Act to amend the Petroleum Bounty Act, 1904."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the said amendments made to the said Bill without any amendment.

Pursuant to the Order of the Day, the Bill (ZZ) intituled: "An Act respecting the Standard Life Insurance Company," was read a second time.

On motion of the Honourable Mr. Jaffray, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Then on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Thursday, 21st March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lovitt,	Robertson,
Baker,	Dessaulles,	Mackay (Alma),	Ross (Middlesex),
Beith,	De Veber,	MacKeen,	Ross (Moosejaw),
Bernier,	Domville,	McDonald	Roy,
Bolduc,	Douglas,	(Cape Breton),	Scott,
Bostock,	Edwards,	McGregor,	Shehyn,
Boucherville, de	Ellis,	McHugh,	Sullivan,
(C.M.G.),	Ferguson,	McKay (Truro),	Talbot,
Bowell	Fiset,	McLaren,	Tessier,
(Sir Mackenzie),	Frost,	McMillan,	Thibaudeau
Carling	Gibson,	McMullen,	(de la Vallière),
(Sir John),	Gillmor,	McSweeney,	Thibaudeau
Cartwright	Jaffray,	Merner,	(Rigaud),
(Sir Richard),	Jones,	Miller,	Thompson,
Casgrain,	Kerr,	Mitchell,	Watson,
Choquette,	King,	Perley,	Wilson,
Cloran,	Kirchhoffer,	Poirier,	Wood,
Comeau,	Landry,	Power,	Yeo,
Cox,	Legris,	Riley,	Young.
David,			

#### PRAYERS.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 33.—Leave out from "aforesaid" to (d) in line 47.

Page 3, line 11.—Leave out "fifty" and insert "forty."

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Cox, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (48) intituled: "An Act respect-



ing the Canadian Northern Quebec Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 23.—For Clause 3 substitute the following:—

3. Unless the Company commences within two years after the passing of this Act, and completes and puts in operation within five years after the passing of this Act, the extension authorized by Section 2 of this Act, and the lines of railway hereunder set forth, which the Company has been authorized to construct, the powers granted for the construction of the said extension, and of the said lines, shall cease with respect to so much thereof as then remains uncommenced or uncompleted; the said lines of railway being as follows:—

(a) The line and branches of the Quebec and James Bay Railway Company, as described in Section 3 of Chapter 70 of the Statutes of 1887.

(b) The line of the Montfort and Gatineau Colonization Railway Company, as described in Section 1 of Chapter 65 of the Statutes of 1900.

(c) The line and branch of the Quebec, New Brunswick and Nova Scotia Railway Company, as described in Section 7 of Chapter 178 of the Statutes of 1903.

(d) The line and branch of the Great Northern Railway of Canada, as described in Section 2 of Chapter 99 of the Statutes of 1905.

(e) Those portions of the line of the Great Northern Railway of Canada, as described in Section 1 of Chapter 104 of the Statutes of 1906.

(f) The lines, branches and extension of the Chateauguay and Northern Railway Company, as described in Section 2 of Chapter 75 of the Statutes of 1899 of the Province of Quebec.

Page 2, line 31.—Leave out "1903."

Page 2, line 36.—After "hereby" insert "subject to the provisions of *The Railway Act.*"

Page 2, line 38.—Leave out from "thereof" to the end of Clause 8.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-Sixth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-sixth Report.

Your Committee have examined the following Petition:—

Of Donald McGillivray and others, of Port Colborne and elsewhere, incorporators of the Erie, Ontario Power Company; praying for the passing of an Act amending their Act of Incorporation, and find that the notices of publication of application to Parliament required by Rule 107, have only been published in the *Canada Gazette* twice; in the local newspapers they are also short. Your Committee, however, recommend that inasmuch as by the time the Bill can be considered by the Committee to whom it may be referred, the notices required by Rule 107 may be completed, and

as it will be competent for the Committee to whom the Bill may be referred to provide that no injury to any party shall arise therefrom, the suspension of Rule 107 in so far as it relates to this Petition.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 21st March, 1907.

The Standing Committee on Standing Orders have the honour to make their Twenty-seventh Report.

Your Committee have examined the following Petition:—

Of Robert Henry Matson and others, of the City of Toronto and elsewhere; praying to be incorporated as the Prudential Life Insurance Company of Canada, and find that Rule 107c has not been fully complied with, as their notice has only appeared once in the *Canada Gazette*. The applicants in their notice to Parliament ask to be incorporated as a Life Insurance Company, while in their petition they pray for power to take over the business of the Prudential Savings and Benefit Society of the Province of Quebec, but as the promoters have declared their intention of only asking to be incorporated as an Insurance Company, your Committee, however, recommend the suspension of Rule 107, as it will be competent for the Committee to whom the Bill may be referred to provide that no injury to any party shall arise from such suspension of the Rule.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (73) intituled: "An Act respecting Patents of the International Paper Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 35.—After "Act" insert "Chapter 61 of the Revised Statutes, 1886, as amended by Chapter 46 of the Statutes of 1903, or in the Patent Act, Chapter 69 of the Revised Statutes, 1906.

Page 2, line 8.—After "Act" insert "Chapter 61 of the Revised Statutes, 1886, as amended by Chapter 46 of the Statutes of 1903, or in the Patent Act, Chapter 69, of the Revised Statutes, 1906."

Page 2, line 12.—After “1903” insert “or under Section 38 of the said Chapter 69.”

Page 2, line 20.—After “Act” insert “Chapter 61 of the Revised Statutes, 1886, as amended by Chapter 46 of the Statutes of 1903, or in the Patent Act, Chapter 69 of the Revised Statutes, 1906.”

Page 2, line 30.—Leave out “six” and insert “two.”

On motion of the Honourable Mr. Cloran, seconded by the Honourable Mr. Douglas, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. McMullen moved, seconded by the Honourable Mr. McDonald (C.B.),

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowance in any form,

After Debate,

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Poirier, it was.

Ordered, That the said Debate be adjourned until Tuesday next.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24e and 63 be suspended in so far as they relate to the Bill (36) intituled: “An Act to aid in the Prevention and Settlement of Strikes and Lock-outs in Mines and Industries connected with Public Utilities,” and that it be committed to a Committee of the Whole of the Senate after the last Order of the Day.

Pursuant to the Order of the Day, the Bill (33) intituled: “An Act respecting the inspection of Meats and Canned Foods,” was read, as amended, a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (Z) intituled: “An Act to incorporate the St. Leon Railway Company,” was, on a division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (102) intituled: “An Act to ratify an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (AAA) intituled: “An Act to amend the Inspection and Sale Act,” was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Thursday, the fourth of April next.

Pursuant to the Order of the Day, the Bill (108) intituled: "An Act to amend the Canada Shipping Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole on Thursday, the fourth of April next.

Pursuant to the Order of the Day, the Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," was read a second time.

On motion of the Honourable Mr. Jones, seconded by the Honourable Mr. Jaffray, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (82) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," was read a second time.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (88) intituled: "An Act to incorporate the Ontario and Quebec Railway Ferry Company," was read a second time.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Bill (91) intituled: "An Act respecting the St. Maurice Valley Railway Company," was read a second time.

On motion of the Honourable Mr. Legris, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Second Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the second reading of the Bill (YY) intituled: "An Act respecting the Erie, Ontario Power Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

(*In the Committee.*)

Title read and postponed.

First section read and considered.

After some time the House was resumed, and

The Honourable Mr. Casgrain, from the said Committee, reported that they had gone through the said Bill, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

Pursuant to the Order of the Day, the Bill (36) intituled: "An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries connected with Public Utilities," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rule 24e of the Senate be suspended in so far as it relates to the said Bill, and that it be committed to the Committee of the Whole House presently.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the said Bill.

(*In the Committee.*)

Title read and postponed.

Sections one to four read and agreed to.

Section five read and debated.

It being six o'clock, the Chairman left the Chair, to resume the same at half-past seven.

7.30.

The Committee was resumed.

(*In the Committee.*)

After a further debate on said section five, it was agreed to.

Section six read and agreed to.

Upon section seven being read, it was moved to amend the same by striking out the sixth line thereof, and substituting the following: "the third one by the Minister, who shall appoint one member for each Province of the Dominion to be permanent chairman of the boards within such Province."

The question being put on the said amendment, it was resolved in the negative and the said section was agreed to.

Sections seven to fourteen inclusive were read and agreed to.

Upon section fifteen being read, it was moved to amend the same by striking out in the second line of the third subsection thereof the words "and desires."

The question being put thereon, it was resolved in the negative, and the said section was agreed to.

Section sixteen and the remaining sections of the Bill read and agreed to.

Title again read and agreed to.

After some time the House resumed, and

The Honourable Mr. Young reported from the said Committee that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the Rules 24b, 30 and 63 of the Senate be dispensed with in so far as they relate to the Bill.

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On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,  
it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk with a Bill (60) intituled: "An Act to regulate the exportation of electric power and certain liquids and gases," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,  
it was

Ordered, That the said Bill be read a second time on Thursday, the fourth of April next.

Then on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 22nd March, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Cox,	Kirchhoffer,	Riley,
Baker,	David,	Landry,	Ross (Middlesex),
Beith,	Davis,	Legris,	Ross (Moosejaw),
Bernier,	Dessaulles,	Lovitt,	Roy,
Bolduc,	De Veber,	McDonald	Scott,
Bostock,	Domville,	(Cape Breton),	Shehyn,
Boucherville, de	Edwards,	McHugh,	Sullivan,
(C.M.G.),	Ellis,	McKay (Truro).	Talbot,
Bowell	Ferguson,	McLaren,	Tessier,
(Sir Mackenzie),	Fiset,	McMillan,	Thibaudeau
Carling	Frost,	McMullen	(Rigaud),
(Sir John),	Gibson,	McSweeney,	Thompson,
Cartwright	Gillmor,	Miller,	Watson,
(Sir Richard),	Jaffray,	Mitchell,	Wilson,
Casgrain,	Jones,	Perley,	Yeo,
Choquette,	Kerr,	Poirier,	Young.
Cloran,	King,	Power,	

PRAYERS.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,  
OTTAWA, 22nd March, 1907.

SIR,—I have the honour to inform you that the Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber this afternoon at 4 o'clock, for the purpose of giving assent to certain Bills which have passed the Senate and House of Commons during the present Session.

I have the honour to be, Sir,

Your obedient servant,

C. J. JONES,

*For the Governor General's Secretary*

The Honourable  
The Speaker of the Senate.

The following Petition was brought up, and laid on the Table:—

By the Honourable Mr. McMullen,—Of James Ward, Secretary of the Guelph Board of Trade.

The Honourable the Speaker presented to the Senate the Report of the Joint Committee of the Senate and House of Commons on the Library of Parliament.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

LIBRARY OF PARLIAMENT,

OTTAWA, 12th March, 1907.

To the Senate:—

The Joint Committee on the Library of Parliament have the honour to report as follows:—

Your Committee met a first time on Friday March the 1st, in the Speaker's Chambers, in the Senate, the Honourable the Speaker of the Senate in the Chair.

The report of the Librarians was read and accepted.

The proposed enlargement of the Library on plans submitted by the Department of Public Works, during the last session was considered, and further consideration was postponed, pending a report from the Speakers of the two Houses.

Minor matters of detail were left to the discretion of the Speakers of both Houses.

The Committee then adjourned.

R. DANDURAND,  
*Chairman.*

Speaker's Chambers,

The Senate,

March 1st, 1907.

On motion of the Honourable Mr. Power, seconded by the Honourable Sir John Carling, it was

Ordered, That the said Report be taken into consideration by the Senate on Friday, the fifth of April next.

The Honourable Sir Mackenzie Bowell, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (PP) intituled: "An Act to incorporate the Live Stock Insurance Company of Canada, Limited," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 22.—For Clause 3 substitute the following:—

3. The capital stock of the Company shall be five hundred thousand dollars, divided into shares of one hundred dollars each.

Page 2, line 7.—For Clause 4 substitute the following:—

4. The Company shall not commence the business of insurance authorized by this Act until one hundred thousand dollars of the capital stock has been subscribed and there has been paid thereon in cash into the funds of the Company, to be used only for the purposes of the Company under this Act, the sum of twenty-five thousand dollars: Provided that the sum paid by any shareholders shall not be less than ten per cent of the amount subscribed by him.

Page 2, line 16.—For Clause 6 substitute the following:—

6. So soon as one hundred thousand dollars of the capital stock has been subscribed, and ten per cent of that amount has been paid into some chartered bank in Canada, the provisional directors shall call a general meeting of the shareholders at some place to be named in the City of Montreal, giving at least ten days' notice of the hour and place of such meeting by registered letter, postpaid to the last known address of each shareholder.

2. At such meeting, and at each annual meeting thereafter, the shareholders present, or represented by proxy, who have paid at least ten per cent on the amount of the shares subscribed for by them, shall elect a board of directors of not less than five or more than seven directors, a majority of whom shall be a quorum.



3. No person shall be a director unless he holds, in his own name and for his own use, at least fifty shares of the capital stock, and has paid all calls due thereon and all liabilities to the Company incurred by him.

Page 2, line 41.—Leave out Clause 8.

Page 3, line 29.—Leave out Clause 9.

Page 3, line 39.—Leave out from “thereof” to the end of Clause 11 and substitute therefor “shall not exceed five thousand dollars.”

Page 3, line 45.—Leave out from “capital” to the end of Clause 12.

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Baker, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday the 4th of April next.

The Honourable Sir Mackenzie Bowell, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (X) intituled: “An Act to incorporate the Reliance Assurance Company of Canada,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 13.—For “Reliance” substitute “Rock.”

Page 1, line 15.—For Clause 2 substitute the following:—

2. The Company may effect contracts of life insurance with any person or persons, and may grant, sell or purchase life annuities and grant endowments contingent upon human life, and generally may carry on the business of life insurance in all its branches and forms.

Page 1, line 19.—For “one” substitute “two.”

Page 1, line 30.—For Clause 5 substitute the following:—

5. So soon as the whole guarantee fund has been subscribed and one hundred thousand dollars thereof have been paid in cash into some chartered bank in Canada, to be withdrawn only for the purposes of the Company under this Act and applications for assurances to the amount of not less than two hundred thousand dollars have been made to and accepted by the provisional directors, they shall call a meeting of the guarantors at some place to be named in the City of Toronto, at which meeting, and at each annual meeting thereafter, the guarantors present or represented by proxy and who have paid not less than twenty per cent of the amount of their subscription to such guarantee fund, shall elect twelve directors, hereinafter called guarantors' directors.

(2.) No person shall be a guarantors' director unless he holds in his own name and for his own use, at least fifty shares of the guarantee fund and has paid all calls due thereon and all liabilities incurred by him to the Company.

Page 2, line 7.—For Clause 6 substitute the following:—

6. In addition to the guarantors' directors, there shall be elected by the participating policy-holders at the first annual meeting after the commencement of business and at each subsequent annual meeting eight directors, hereinafter called policy-holders' directors.

(2.) A participating policy-holder who is not a guarantor and who is of the age of twenty-one years, whose policies in force amount to five thousand dollars or upwards, exclusive of bonus additions or profits and who has paid all premiums due thereon, shall be eligible for election as a policy-holders' director.

Page 2, line 18.—For Clause 7 substitute the following:—

7. At all meetings of the directors, seven shall be a quorum for the transaction of business.

Page 2, line 20.—For Clause 8 substitute the following:—

8. A general meeting of the Company shall be held once in each year after the organization of the Company and the commencement of business, at its head office, not later than the third Wednesday in February, and at such meeting a statement of the affairs of the Company shall be submitted.

(2.) Notice of such annual meeting shall be given by publication in two issues of *The Canada Gazette* at least fifteen days prior thereto, and also in six consecutive issues of a daily newspaper published at the place where the head office of the Company is situate and such notice shall intimate that participating policy-holders may, in accordance with the provisions of this Act, vote for and elect eight directors.

Page 2, line 24.—For “branches” substitute “local advisory.”

Page 2, line 29.—For Clause 10 substitute the following:—

10. Every holder of a share or shares in the guarantee fund shall be a member of the Company.

(2.) Every person whose life is insured under a participating policy or policies of the Company for \$1,000 or upwards, and has paid all premiums due thereon, whether such person is a guarantor or not, shall be a member of the Company and be entitled to attend and vote in person or by proxy at all general meetings of the Company, but policy-holders as such shall not be entitled to vote for guarantors' directors.

(3.) No member as such shall be liable for any act, default or liability of the Company beyond the premium payable on his policy or beyond the amount unpaid on his shares in the guarantee fund and the premium, if any, on said shares.

Page 2, line 37.—After Clause 10 insert the following as Clause 10A:—

10A. Every proxy representing a guarantor shall be a guarantor and entitled to vote.

(2.) Every proxy representing a policy-holder shall be a participating policy-holder and entitled to vote.

(3.) The authority in writing to such proxy must, unless the directors otherwise order, be filed with the secretary at least seven days previous to its being used. No person employed by the Company as an agent to solicit life insurance, shall act as proxy, nor shall he himself, or by another, ask for, receive, procure, or obtain any proxy.

Page 2, line 38.—For Clause 11 substitute the following:—

11. Every person whose life is insured under a participating policy or policies of the Company for one thousand dollars or upwards, and who has paid all premiums due thereon as aforesaid, shall be entitled to one vote, either in person or by proxy, and every guarantor shall be entitled to one vote, either in person or by proxy, for every share he holds in the guarantee fund; but no guarantor shall, by virtue of the number of shares held by him, in any case be entitled to more than fifty votes.

Page 3, line 1.—For Clause 12 substitute the following:—

12. The guarantee fund shall be liable for the payment of losses and may be used for the purposes of the Company in such manner and to such extent as the directors may by by-law determine.

(2.) The guarantee fund, or part thereof, may be redeemed by the Company, out of the reserve fund surplus or other funds properly available for that purpose, at such times and upon such terms as have first been decided by a two-thirds majority of the members present at a special general meeting called for that purpose and as have then been approved by the Superintendent of Insurance; but the redemption price shall not be less than the paid up subscription price, including premium, if any, of such guarantee fund with interest thereon at the rate of not less than seven and not more than eight per cent per annum compounded annually from the date of payment of such subscription, after crediting interest paid by the Company from time to time on said guarantee fund.

(3.) Until redemption the directors may, when earned by the Company, pay to the holders of shares in the guarantee fund interest upon the amount paid up, includ-

ing premium, if any, but not more than the minimum amount of interest which would be payable if the shares were being redeemed under subsection two of this section.

(4.) After the redemption of the guarantee fund the whole divisible profits of the Company shall belong exclusively to participating policy-holders, and shall be distributed amongst them at such times and in such manner as the directors determine.

(5.) At the next annual meeting of the Company after such redemption the participating policy-holders who are members of the Company shall elect a full board of twenty directors.

Page 3, line 21.—Leave out Clause 13.

Page 4, line 6.—Leave out Clause 16.

Page 4, line 18.—After Clause 17 insert the following as Clauses 17A and 17B:—

17A. The directors may from time to time set apart such portion of the net profit as they deem safe and proper for distribution among participating policy-holders, regard being had to the provisions of the last preceding section, ascertaining the part thereof which has been derived from participating policies and distinguishing such part from the profit derived from other sources, and the holders of such policies shall be entitled to share in that portion of the profits which has been so distinguished as having been derived from such participating policies to the extent of not less than 90 per cent thereof; but no dividend shall at any time be declared or paid out of estimated profits, and the portion of such profits which remains undivided upon the declaration of a dividend shall never be less than one-fifth of the dividend declared.

17B. Whenever any holder of a policy, other than a term or natural premium policy, has paid three or more annual premiums thereon, and fails to pay any further premium, or desires to surrender the policy, the premiums paid shall not be forfeited, but he shall be entitled to receive a paid-up and commuted policy for such sum as the directors ascertain and determine, or to be paid in cash such sum as the directors fix as the surrender value of the policy, such sum in either case to be ascertained upon principles to be adopted by by-law applicable generally to all such cases as may occur; provided that if such paid-up and commuted policy is in force, or within twelve months after default has been made in payment of a premium thereon, the Company shall, without any demand therefor, either issue such paid-up and commuted policy, or pay to, or place to the credit of, the policy-holder such cash surrender value.

*In the Title.*

For "Reliance" substitute "Rock."

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Baker, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday, the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (89) intituled: "An Act respecting the Crawford Bay and St. Mary's Railway Company," reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Ross (Middlesex), it was

Ordered, That the said Bill be read a third time on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (92) intituled: "An Act respecting the Grand Valley Railway Company," reported that they had gone through

the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Legris, it was

Ordered, That the said Bill be read a third time on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (OO) intituled: "An Act to incorporate the Collingwood Southern Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 7.—Leave out from "may" to "its" and substitute "for the purposes of."

Page 2, line 46.—Add the following as Clause 12:—

12. Subject to the provisions of Sections 361, 362 and 363 of *The Railway Act*, the Company may enter into agreements with the Canadian Pacific Railway Company, the Grand Trunk Railway Company and the Canadian Northern Railway Company, or with any of the said companies, for any of the purposes specified in the said section 361.

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (TT) intituled: "An Act to incorporate the Ottawa Terminals Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, lines 18 and 19.—For "five hundred thousand" substitute "one million."

Page 2, line 15.—For "terminal union" substitute "union terminal."

Page 4, line 19.—For "two" substitute "three."

Page 4, line 48.—Leave out "and about."

Page 5, line 1.—After "18" insert "Except as herein otherwise provided."

Page 5, line 8.—Insert the following as Clause 20:—

20. Nothing in this Act contained shall add to or take from any right of the City of Ottawa.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (LL) intituled: "An Act respecting the Canadian Northern Railway Company," reported that they had gone

through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 42.—For Clause 6 substitute the following:—

6. The respective times for commencement and completion of the lines, extensions and branches hereunder enumerated are, in so far as the legislative authority of the Parliament of Canada extends thereto, fixed at two years and five years respectively from the passing of this Act, and if any such line, extension or branch is not so commenced and completed then the powers of construction conferred upon the Company shall cease and be null and void as respects so much thereof as then remains uncompleted; the said lines, extensions and branches being those for the construction of which authority has been granted to—

1. The Canadian Northern Railway Company.
2. The Lake Manitoba Railway and Canal Company.
3. The Manitoba and Southeastern Railway Company.
4. The Morden and Northwestern Railway Company.
5. The Northern Pacific and Manitoba Railway Company.
6. The Portage and Northwestern Railway Company.
7. The Red River Valley Railway.
8. The Waskada and Northeastern Railway Company. .
9. The Winnipeg and Great Northern Railway Company.
10. The Winnipeg Transfer Railway Company (Limited).
11. The Western Extension Railway Company.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 2, line 13.—For paragraph (c) substitute the following:—

(c) Suburban lines of railway within the limits of the County of Wentworth and City of Hamilton, but shall not construct or operate its railway, or any extension thereof, along any highway or public place without first obtaining the consent, expressed by by-law, of the municipality having jurisdiction over such highway or public place and upon terms to be agreed on with such municipality.

Page 2, line 16.—After paragraph (c) insert the following as paragraph (d) and subsection 2:—

(d) Within the limits of the County of Wentworth and of the City of Hamilton steam may be used for the purpose of constructing the said railway, but shall not be used as motive power for its operation.

2. Instead of constructing the line of railway authorized by paragraph (b) of subsection 1 of this section, the Company may construct a line of railway from the City of Brantford to the City of London, and, subject to the provisions of Sections 361, 362 and 363 of *The Railway Act*, the Company may enter into an agreement or agreements with the Windsor, Chatham and London Railway Company and the Windsor, Essex and Lake Shore Rapid Railway Company, or with either of the said Companies, for any of the purposes specified in the said Section 361.

Page 2, line 19.—For “bonds” substitute “securities.”

Page 2, line 22.—After “track” insert “and such securities may be issued only in proportion to the length of railway constructed or under contract to be constructed.”

Page 2, line 32.—For Clause 7 substitute the following:—

7. Nothing in this Act contained, or done under or by virtue of the powers hereby granted, shall alter or affect the provisions contained in any by-law of any municipality heretofore passed relating to the Company, or to any portion of the Company's railway heretofore or hereafter constructed, or contained in any agreement between any municipality and the Company; but all such agreements and by-laws shall continue and remain in full force as between the municipality and the Company as continued and incorporated by this Act; and in case of any inconsistency between the provisions contained in any such by-law or agreement and the provisions of *The Railway Act*, the provisions contained in the by-law or agreement shall prevail, and all such by-laws and agreements and all rights, franchises, privileges and exemptions of the Company thereunder are hereby confirmed.

Page 2, line 37.—After Clause 7 insert the following as Clause A:—

*Clause A.*

Paragraph (j) of Section 151 of *The Railway Act*, shall not apply to the Company with respect to any such line of railway as is constructed along or upon any public highway.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday the fourth of April next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways Telegraphs and Harbours, to whom was referred the Bill (94) intituled: “An Act to incorporate the Nipissing Central Railway Company,” reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 19.—Leave out Clause 2.

Page 3, line 20.—Leave out Clause 13.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate on Thursday the fourth of April next.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That when the Senate adjourns to-day it do stand adjourned until Thursday, the 4th April next, at 3 o'clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Baker moved, seconded by the Honourable Mr. Perley,

That the Clerk of the Senate be authorized to deliver to the solicitor for Mary Beatrice Spain, Respondent, in the matter of the Petition for Divorce presented by Osprey George Valentine Spain to the Senate during the session of 1906, such

of the Exhibits produced on her behalf at the hearing and inquiry into such Petition as may in the opinion of such solicitors be required for the purposes of a certain action at law now pending between said Respondent and Petitioner.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the second reading of Bill (CCC) intituled: "An Act for the relief of Victor Harold Lyon,"

The Honourable Mr. Davis moved, seconded by the Honourable Mr. McLaren,

That the said Bill be now read a second time.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. McLaren,

That the said Bill be read a third time on Thursday, the fourth day of April next.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament,

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until Thursday, the fourth day of April next.

Pursuant to the Order of the Day, the Bill (116) intituled: "An Act to amend the Interpretation Act," was read a second time.

With leave of the Senate,

The said Bill was read by the Clerk at length at the Table.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 24*a*, 24*b*, 30 and 63 of the Senate be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company," was read a second time.

On motion of the Honourable Mr. Tessier, seconded by the Honourable Mr. Poirier, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (BBB) intituled: "An Act to amend the Civil Service Act,"

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Thursday, the fourth day of April next.

The Order of the Day being read for the consideration of amendments made by the Standing Committee on Railways, Telegraphs and Harbours to (Bill 48) An Act respecting the Canadian Northern Quebec Railway Company,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Thursday, the fourth day of April next.

The Order of the Day being read for the consideration of the Twenty-sixth Report of the Standing Committee on Standing Orders,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the consideration of the Twenty-seventh Report of the Standing Committee on Standing Orders,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Mitchell presented to the Senate, a Bill (DDD) intituled: "An Act to incorporate the Prudential Life Insurance Company of Canada."

The said Bill was read a first time.

The Honourable Mr. Mitchell moved, seconded by the Honourable Mr. McHugh, That Rule 23f be suspended in so far as it relates to the said Bill.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be now read a second time.

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. Mitchell, seconded by the Honourable Mr. McHugh, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Miscellaneous Private Bills to the Bill (73) intituled: "An Act respecting patents of the International Paper Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill, as amended, be read a third time on Thursday, the fourth day of April next.



Pursuant to the Order of the Day, the Bill (YY) intituled: "An Act respecting the Erie, Ontario Power Company," was read a second time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Committee on Railways, Telegraphs and Harbours.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

*(In the Committee.)*

First section again considered and debated.

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Friday, the fifth day of April next.

The Senate was adjourned during pleasure.

The Honourable the Chief Justice of Canada, Deputy to His Excellency the Governor General, being seated in front of the Throne,

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: "It is the Deputy Governor's desire that they attend him immediately in this House."

Who being come with their Speaker,

The following Commission was read at length at the Table by the Clerk:—



GREY.

CANADA.

[L.S]

By His Excellency The Right Honourable Sir ALBERT HENRY GEORGE EARL GREY, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c. &c., Governor General of Canada.

To the Honourable CHARLES FITZPATRICK, Chief Justice of Canada,

GREETING—

Know you that being well assured of your loyalty, fidelity and capacity, I, the Right Honourable Sir Albert Henry George, Earl Grey, Governor General of Canada as aforesaid, under and by virtue of and in pursuance of the powers and authority vested in me by the commission under the Royal Sign Manual and Signet of His Majesty King Edward the Seventh, constituting and appointing me to be His Majesty's Governor General in and over the Dominion of Canada, and by the "British North America Act, 1867," do hereby nominate, constitute and appoint you the said the Honourable Charles Fitzpatrick to be my Deputy within the Dominion of Canada,

and in that capacity to exercise, but subject to any limitations or directions from time to time expressed or given by His Majesty, all the powers, authorities and functions vested in and of right exercisable by me as Governor General, saving and excepting the power of dissolving the House of Commons of Canada.

To have, hold, exercise and enjoy the said office of the Deputy of me the Governor General of Canada as aforesaid, together with all and every the powers, rights and privileges to the said office belonging or which ought to belong to the same unto you the said the Honourable Charles Fitzpatrick for and during my pleasure.

Provided always, That the appointment of you the said the Honourable Charles Fitzpatrick as my said Deputy shall not affect the exercise of any power, authority or function by me as Governor General in person.

Given under my hand and seal at arms, at Ottawa, this nineteenth day of July, in the year of Our Lord one thousand nine hundred and six, and in the sixth year of His Majesty's Reign.

By Command,

R. W. SCOTT,  
Secretary of State.

The Clerk of the Crown in Chancery read the Titles of the Bills to be passed, as follows:—

An Act respecting the Canada Central Railway Company.

An Act respecting the London and St. Clair Railway Company.

An Act respecting the Indian River Railway Company.

An Act respecting the Dominion Central Railway Company.

An Act respecting the Georgian Bay and Seaboard Railway Company.

An Act to amend the Criminal Code.

An Act respecting the National Transcontinental Railway.

An Act to encourage the establishment of Cold Storage Warehouses for the preservation of perishable Food Products.

An Act to confirm certain agreements between the British Columbia Electric Railway Company, Limited, the Canadian Pacific Railway Company, Lord Strathcona and Mount Royal, and Richard B. Angus, and between the Canadian Pacific Railway Company, the British Columbia Electric Railway Company, Limited, the Vancouver and Lulu Island Railway Company, Lord Strathcona and Mount Royal and Richard B. Angus.

An Act respecting the Manitoba and Northwestern Railway Company of Canada.

An Act to incorporate the Saskatchewan Valley and Hudson's Bay Railway Company.

An Act respecting the Brockville, Westport and Northwestern Railway Company.

An Act respecting the St. Mary's and Western Ontario Railway Company.

An Act respecting the Orford Mountain Railway Company.

An Act respecting the Athabasca Railway Company.

An Act respecting the Central Counties Railway Company.

An Act respecting the Athabaska Northern Railway Company.

An Act to incorporate the Alsek and Yukon Railway Company.

An Act respecting La Compagnie du Chemin de fer de Colonisation du Nord.

An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

An Act respecting the Annuity Company of Canada.

An Act respecting a patent of Edgar Webster Summers and Hadley Herbert Summers.

An Act respecting the Royal Victoria Life Insurance Company.

An Act to incorporate the Prudential Financial Society.

An Act respecting a patent of the George E. Smith Lumber Company.

- An Act to amend the Northwest Territories Act.
- An Act respecting the Dominion Fire Insurance Company.
- An Act to incorporate the Women's Art Association of Canada.
- An Act to incorporate the Quinze and Blanche River Railway Company.
- An Act respecting the Calgary and Edmonton Railway Company.
- An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys.
- An Act respecting the Huron and Ontario Railway Company.
- An Act respecting the Great West Railway Company.
- An Act respecting the Canadian Pacific Railway Company.
- An Act to incorporate the Edmonton, Dunvegan and British Columbia Railway Company.
- An Act respecting the Joliette and Brandon Railway Company.
- An Act to incorporate the Eastern Townships Railway Company.
- An Act to incorporate the Malone and Hopkins Point Railway Company.
- An Act to amend an Act to confirm an agreement entered into by Her late Majesty with the Grand Trunk Railway Company of Canada for the purpose of securing the extension of the Intercolonial Railway System to the City of Montreal.
- An Act to incorporate the National Accident and Guarantee Company of Canada.
- An Act to incorporate the North Western Trusts Company.
- An Act to incorporate the Residential Fire Assurance Company.
- An Act respecting the Témiscouata Railway Company.
- An Act to establish the Intercolonial and Prince Edward Island Railways Employes' Provident Fund.
- An Act to amend the Petroleum Bounty Act, 1904.
- An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries connected with Public Utilities.
- An Act to ratify an agreement between the Government of Canada and the Government of British Columbia respecting the Western Boundary of the Railway Belt.
- To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—
- “In His Majesty's name, His Honour the Deputy Governor doth assent to these Bills.”
- The Deputy Governor was pleased to retire, and  
The House of Commons withdrew.
- The Senate resumed.
- Then, the Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,
- That the Senate do now adjourn.
- The question of concurrence being put thereon, the same was unanimously resolved in the affirmative, and
- The Honourable the Speaker then declared the Senate continued until Thursday, the fourth day of April next, at three o'clock in the afternoon.

Thursday, 4th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Davis,	Legris,	Robertson,
Beith,	Dessaulles,	Lougheed,	Ross (Middlesex),
Bernier,	Domville,	Lovitt,	Ross (Halifax),
Bolduc,	Douglas,	Macdonald	Roy,
Boucherville, de	Drummond	(Victoria),	Scott,
(C.M.G.),	(Sir George),	Mackay (Alma),	Sullivan,
Bowell	Edwards,	MacKeen,	Talbot,
(Sir Mackenzie),	Ellis,	McDonald	Tessier,
Cartwright	Ferguson,	(Cape Breton),	Thibaudeau
(Sir Richard),	Fiset,	McGregor,	(de la Vallière),
Casgrain,	Frost,	McLaren,	Thibaudeau
Cloran,	Gillmor,	McMullen,	(Rigaud),
Coffey,	Godbout,	Miller,	Thompson,
Comeau,	Jones,	Owens,	Watson,
Costigan,	King,	Perley,	Yeo,
Cox,	Kirchhoffer,	Poirier,	Young.
David,	Landry,	Power,	

#### PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—  
By the Honourable Mr. McMullen,—Of W. G. Weichie, of the Town of Waterloo.  
By the Honourable Mr. Talbot,—Of the City of Winnipeg.

The Honourable Mr. Perley presented to the Senate a Bill (EEE) intituled: "An Act for the relief of Arthur Leon McPherson."

The said Bill was read a first time.

The Honourable Mr. Perley moved, seconded by the Honourable Mr. Owens, That the said Bill be read a second time on Monday next.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott, Secretary of State, presented to the Senate Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended June 30, 1906. Part III.—Adulteration of Food.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 14.*)

Also, Return to an Address of the Senate dated the 14th of March, 1907, for the papers referred to as Exhibits Nos. 682, 686, 688, 737, 738, 740 and 741, in Sessional

Paper No. 123*b*, being a supplementary return laid on the Table of this House during the present Session of Parliament.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 123d.)*

Also, a supplementary Return to an Address of the Senate dated the 27th November, 1906, for a copy of all correspondence exchanged between the Government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various departments of the Government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 98c.)*

The Honourable Mr. Scott presented to the Senate a Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

The said Bill was read a first time.

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (141) intituled: "An Act for granting to His Majesty certain sums of money for the public service of the financial year ending the 31st March, 1908," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk with a Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. David, it was

Ordered, That the Rules 23*f*, 30 and 63 of the Senate be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill be referred to the Standing Committee on Railways, Telegraphs and Harbours.

A Message was brought from the House of Commons by their Clerk with a Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk with a Bill (114) intituled: "An Act to Authorize the Exchange of Certain Lands," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk with a Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk with a Bill (144) intituled: "An Act to amend the Militia Pension Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (27) intituled: "An Act respecting La Banque Nationale," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (O) intituled: "An Act to incorporate the United Baptist Women's Missionary Union of the Maritime Provinces," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follows:—

Page 2, line 1.—After "hold" insert "for the purposes of the society and."

Page 2, line 7.—After "objects" insert "provided that the annual value of the real estate held by the society shall not exceed fifteen thousand dollars."

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Macdonald (Victoria), it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (CC) intituled: "An Act for the relief of Osprey George Valentine Spain," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (BB) intituled: "An Act respecting the British America Assurance Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (QQ) intituled: "An Act for the relief of Celina Kingan Ansley," and to acquaint the Senate that they have passed the said Bill without any amendment.

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A Message was brought from the House of Commons by their Clerk to return the Bill (NN) intituled: "An Act for the relief of George William Hadley," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (U) intituled: "An Act to revive certain patents of the Nichols Copper Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (W) intituled: "An Act to incorporate the Travellers' Indemnity Company of Canada," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (HH) intituled: "An Act respecting the Lake Superior Power Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

The Honourable Mr. Cox moved, seconded by the Honourable Mr. Casgrain,  
That the Senate do now adjourn.

The question of concurrence being put thereon, the same was resolved in the negative.

Pursuant to the Order of the Day, the Bill (89) intituled: "An Act respecting the Crawford Bay and St. Mary's Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (92) intituled: "An Act respecting the Grand Valley Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (OO) intituled: "An Act to incorporate the Collingwood Southern Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (CCC) intituled: "An Act for the relief of Victor Harold Lyon."

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Ross (Halifax),

That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Davis moved, seconded by the Honourable Mr. Ross (Halifax),

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the petition of Victor Harold Lyon; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (73) intituled: "An Act respecting patents of the International Paper Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowance in any form.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Davis, it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company," was read a second time.

On motion of the Honourable Mr. Domville, seconded by the Honourable Mr. Thibaudeau (de la Vallière), it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

The Order of the Day being read for the second reading of the Bill (M) intituled: "An Act to amend the Railway Act, 1903, so as to provide for Meals for Travellers."

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Tessier, it was

Ordered, That the Order of the Day be discharged, and that the said Bill be withdrawn.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (AAA) intituled: "An Act to amend the Inspection and sale Act."

*(In the Committee.)*

Title read and postponed.

First section read, debated and postponed.

The remaining sections of the Bill read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Jones, from the said Committee, reported that they had taken the said Bill into consideration, made some progress therein, and beg leave to sit again.



Ordered, That the said Committee have leave to sit again to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (108) intituled: "An Act to amend the Canada Shipping Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Owens, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (60) intituled: "An Act to regulate the exportation of electric power and certain liquids and gases," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Monday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (PP) intituled: "An Act to incorporate the Live Stock Insurance Company of Canada, Limited."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Cloran, it was

Ordered, That the Rules 24*b* and 30 of the Senate be dispensed with in so far as they relate to the said Bill.

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Cloran, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (X) intituled: "An Act to incorporate the Reliance Life Assurance Company of Canada."

On motion of the Honourable Mr. Perley, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Perley, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the Rules 24*b* and 30 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Perley, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass, and that the title be: "An Act to incorporate the Rock Life Assurance Company of Canada" ?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (TT) intituled: "An Act to incorporate the Ottawa Terminals Railway Company."

The Honourable Mr. Casgrain moved, seconded by the Honourable Mr. Power,

That the said amendments be now agreed to.

The Honourable Mr. Young moved in amendment, seconded by the Honourable Mr. Watson,

That the said amendments be not now agreed to, but that the Bill be further amended by substituting the name of "Frank Scott" for that of "Francis H. McGuigan," in Section "1" of the said Bill.

The question of concurrence being put on the motion in amendment, it was resolved in the affirmative.

The question of concurrence being then put on the main motion, as amended, the same was resolved in the affirmative.

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Power, it was

Ordered, That the Rules 24*b* and 30 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (LL) intituled: "An Act respecting the Canadian Northern Railway Company."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Har-

bours to the Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (94) intituled: "An Act to incorporate the Nipissing Central Railway Company."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament,

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Cox, it was

Ordered, That the same be postponed until Monday next.

The Order of the Day being read for the Committee of the Whole House on the Bill (BBB) intituled: "An Act to amend the Civil Service Act,"

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (48) intituled: "An Act respecting the Canadian Northern Quebec Railway Company."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Cox, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Cox, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

MONDAY, 25th March, 1907.

Resolved, That a Message be sent to the Senate, informing their Honours that this House has passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legisla-

tures; and requesting their Honours to unite with this House in the said Address, by filling up the blank therein with the words "Senate and."

Ordered, That the Clerk of the House do carry the said Message to the Senate.  
Attest,

THOS. B. FLINT,  
*Clerk of the Commons.*

The said Address to His Majesty the King was then read by His Honour the Speaker, as follows:—

*To the King's Most Excellent Majesty:*

*Most Gracious Sovereign:*

We, Your Majesty's most dutiful and loyal subjects, the Commons of Canada, in Parliament assembled, humbly approach Your Majesty for the purpose of representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures by providing that—

A. Instead of the amounts now paid, the sums hereafter payable yearly by Canada to the several Provinces for the support of their Governments and Legislatures, to be according to population, and as follows:—

(a) Where the population of the Province is under 150,000.	\$100,000
(b) Where the population of the Province is 150,000, but does not exceed 200,000 . . . . .	150,000
(c) Where the population of the Province is 200,000, but does not exceed 400,000 . . . . .	180,000
(d) Where the population of the Province is 400,000, but does not exceed 800,000 . . . . .	190,000
(e) Where the population of the Province is 800,000, but does not exceed 1,500,000 . . . . .	220,000
(f) Where the population of the Province exceeds 1,500,000	240,000

B. Instead of an annual grant per head of population now allowed, the annual payment hereafter to be at the same rate of eighty cents per head, but on the population of each province, as ascertained from time to time by the last decennial census, until such population exceeds 2,500,000, and at the rate of sixty cents per head for so much of said population as may exceed 2,500,000.

C. An additional allowance to the extent of one hundred thousand dollars annually for ten years to the Province of British Columbia.

D. Nothing herein contained shall in any way supersede or affect the terms special to any particular Province upon which such Province became part of the Dominion of Canada or the right of any Province to payment of any special grant heretofore made by the Parliament of Canada to any Province for any special purpose in such grant expressed.

We pray that Your Majesty may be graciously pleased to cause a measure to be laid before the Imperial Parliament at its present Session, repealing the provisions of Section 118 of the British North America Act, 1867, aforesaid, and substituting therefor the scale of payments above set forth, which shall be a final and unalterable settlement of the amounts to be paid yearly to the several Provinces of the Dominion for their local purposes and the support of their Governments and Legislatures.

Such grants shall be paid half-yearly in advance, to each Province; but the Government of Canada shall deduct from such grants, as against any Province, all sums chargeable as interest on the public debt of that Province in excess of the several amounts stipulated in the said Act.

All of which we humbly pray Your Majesty to take into your favourable and gracious consideration.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the proposed Address to His Majesty the King be taken into consideration by the Senate on Monday next.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

Resolved, That a Message be sent to the Senate, to return to that House the evidence, &c., taken before the Standing Committee of the Senate to whom was referred the Bill (CC) No. 104, intituled: "An Act for the relief of Osprey George Valentine Spain."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

Resolved, That a Message be sent to the Senate, to return to that House the evidence, &c., taken before the Standing Committee of the Senate to whom was referred the Bill (NN) No. 118, intituled: "An Act for the relief of George William Hadley."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

Resolved, That a Message be sent to the Senate, to return to that House the evidence, &c., taken before the Standing Committee of the Senate to whom was referred the Bill (QQ) No. 117, intituled: "An Act for the relief of Celina Kingan Ansley."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 5th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Cox,	Lougheed,	Robertson,
Beith,	David,	Lovitt,	Ross (Middlesex),
Bernier,	Davis,	Macdonald	Ross (Halifax),
Bolduc,	Dessaulles,	(Victoria),	Roy,
Boucherville, de	De Veber,	McDonald	Scott,
(C.M.G.),	Douglas,	(Cape Breton),	Sullivan,
Bowell	Ellis,	McGregor,	Talbot,
(Sir Mackenzie),	Ferguson,	McLaren,	Tessier,
Carling	Fiset,	McMullen,	Thibaudeau
(Sir John),	Frost,	Merner,	(de la Vallière),
Cartwright	Godbout,	Miller,	Thibaudeau
(Sir Richard),	Jaffray,	Mitchell,	(Rigaud),
Casgrain,	Jones,	Owens,	Thompson,
Cloran,	Kerr,	Perley,	Watson,
Coffey,	King,	Poirier,	Yeo,
Comeau,	Landry,	Power,	Young.
Costigan,			

PRAYERS.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (91) intituled: "An Act respecting the St. Maurice Valley Railway Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a third time on Monday next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 2, line 13.—After "uncompleted" take in the following as Clause A:—

*Clause A*

Section 5 of Chapter 50 of the Statutes of 1895 is hereby repealed and the following is substituted therefor:—

"5. The capital stock of the Company shall be fifty millions of dollars and may be called up by the directors from time to time as they deem necessary, but no one call shall exceed ten per cent of the shares subscribed."

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate on Monday next.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (88) intituled: "An Act to incorporate the Ontario and Quebec Railway Ferry Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, lines 10 and 11.—For "The Ontario and Quebec" substitute "The St. Lawrence."

*In the Title.*

For "Ontario and Quebec" substitute "St. Lawrence."\*

With leave of the Senate,

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the Rules 24*b*, 129 and 30 be suspended in so far as they relate to this Bill.

Then, On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be now read a third time.

The said Bill, as amended, was then read a third time accordingly.

The question was put whether this Bill, as amended, shall pass and that the title be an Act to incorporate the St. Lawrence Railway Ferry Company?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (82) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time on Monday next.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred the Bill (XX) intituled: "An Act respecting a certain patent of Philip J. Green, Melvin Hunt and John D. McMurrich," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 22.—Strike out "twelve" and insert "six."

With leave of the Senate,

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the Rules 24*b*, 129 and 30 be suspended in so far as they relate to this Bill.

Then, On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Cloran, from the Standing Committee on Miscellaneous Private Bills, to whom was referred back for further consideration the Bill (I) intitled: "An Act to incorporate the Canadian Musical and Dramatic Association, Limited," presented the following Report:—

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 34,

FRIDAY, 5th April, 1907.

The Standing Committee on Miscellaneous Private Bills, to whom was referred back their Report made on the 28th February last, upon Bill (I) An Act to incorporate the Canadian Musical and Dramatic Association, Limited, with instructions to further amend the same by removing the provisions connected with Lotteries and to make such other changes in the said Bill as may commend themselves to the judgment of the Committee, beg leave to again report, as follows:—

The promoters of the Bill having asked to be allowed to withdraw it, as they did not intend proceeding further with the measure during the present session.

Your Committee recommend that the said Bill be withdrawn and that the fees paid thereon be refunded, less the cost of printing and translation.

All which is respectfully submitted.

H. J. CLORAN.

*Chairman.*

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Kerr, it was

Ordered, That the said report be adopted.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis, 1st. That (i) of Rule 25 be amended by inserting after the word "amendments" the words "to a public Bill."

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

2nd. That the four Rules following be inserted after Rule 31, that is to say:—

"Any substantive motion which has been adopted by the Senate, other than a motion relating to a Bill, may be reconsidered at the next sitting of the Senate: Pro-



vided, that notice of the proposed reconsideration is given during the sitting of the Senate at which such motion is adopted. Such notice may be given at any time during such sitting.

“The motion to reconsider must be moved after ‘Notices’ and ‘Inquiries,’ and before ‘Motions’ on the next sitting day, unless postponed to some certain time by leave of the Senate.

“When a motion for reconsideration is decided, that decision shall not be reconsidered; and no question shall be twice reconsidered.

“An Order, Resolution or other vote of the Senate, not being a motion for a stage of a Bill, may be rescinded; but no such Order, Resolution or other vote shall be rescinded during the same session, unless seven days’ notice be given and at least one-half of the whole number of senators vote in favour of its recession: Provided that, to correct irregularities or mistakes, one day’s notice only shall be sufficient.”

3rd. That the following be inserted after Rule 102:—“A public document quoted from by a Minister of the Crown may be ordered by the Senate to be forthwith laid upon the Table; unless it is stated by the Minister to be of such a nature that its production would be inconsistent with the public interest.”

4th. That the changes in the numbering of certain Rules, made appropriate by the foregoing additions, be duly made.

After Debate,

On motion of the Honourable Mr. Macdonald (Victoria), seconded by the Honourable Mr. Lougheed, it was

Ordered, That the said Debate be adjourned until Tuesday next.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That when the Senate adjourns to-day, and on subsequent Fridays, until the end of the session, it do stand adjourned until the following Monday, at three o’clock in the afternoon.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Return to an Address of the Senate of the 20th March, 1907, asking for all correspondence between the Government of Canada or any department thereof, and the Government of Prince Edward Island, in 1901 or 1902, respecting the per capita allowance payable to that province, as provided for in the British North America Act, and how the said allowance should be computed on the population of the province, as ascertained by the census of 1901.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 226.)*

Pursuant to the Order of the Day, the Bill (108) intituled: “An Act to amend the Canada Shipping Act,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment

Pursuant to the Order of the Day, the Bill (LL) intituled: “An Act respecting the Canadian Northern Railway Company,” was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (MM), intituled: "An Act respecting the Hamilton Radial Electric Railway Company,"

On motion of the Honourable Mr. Kerr, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until Monday next.

Pursuant to the Order of the Day, the Bill (94) intituled: "An Act to incorporate the Nipissing Central Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (48) intituled: "An Act respecting the Canadian Northern Quebec Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure, and again put into a Committee of the Whole on the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

*(In the Committee.)*

First section again considered and amended by substituting "196" to "159" after the word "Section" and leaving out "1903" in the first line of the said section; by leaving out "the company" and substituting "vice versa" after the word "or" in the fourth line, and leaving out from "party" in the fourth line to the end of the section and substituting therefor: "at the end of the second subsection of the said section."

The title was again read and amended by leaving out "1903."

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Honourable Mr. Perley, seconded by the Honourable Sir John Carling, it was

Ordered, That the said amendments be taken into consideration by the Senate on Monday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the First Report of the Joint Committee of both Houses on the Library of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Kerr, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for again putting the House into a Committee of the Whole on Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act,"

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On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Monday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (BBB) intituled: "An Act to amend the Civil Service Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time on Monday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (109) intituled: "An Act to amend the Yukon Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (143) intituled: "An Act to amend the Immigration Act, to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (134) intituled: "An Act respecting the Duties of Customs," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey, it was

Ordered, That the said Bill be read a second time on Tuesday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Coffey,

The Senate adjourned until Monday next, at three o'clock in the afternoon.

Monday, 8th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Costigan,	Lovitt,	Ross (Middlesex),
Beith,	Davis,	Macdonald	Ross (Halifax),
Bernier,	Dessaulles,	(Victoria),	Ross (Moosejaw),
Bolduc,	De Veber,	MacKeen,	Roy,
Boucherville, de	Domville,	McDonald	Scott,
(C.M.G.),	Ellis,	(Cape Breton),	Sullivan,
Bowell	Ferguson,	McGregor,	Talbot,
(Sir Mackenzie),	Fiset,	McLaren,	Tessier,
Carling	Frost,	McMillan,	Thibaudeau
(Sir John),	Gillmor,	McMullen,	(Rigaud),
Cartwright	Jaffray,	Merner,	Thompson,
(Sir Richard),	Kerr,	Miller,	Watson,
Casgrain,	King,	Perley,	Wood,
Cloran,	Kirchhoffer,	Poirier,	Yeo,
Coffey,	Landry,	Power,	Young.
Comeau,	Lougheed,	Robertson,	

#### PRAYERS.

Pursuant to the Order of the Day, the following Petitions were severally read:—

Of James Ward, Secretary of the Guelph Board of Trade; praying that Parliament will take such measures at an early date for placing the Civil Service of Canada on a strictly non-partisan basis.

Of W. G. Weichie, President of the Board of Trade of the Town of Waterloo; praying that Parliament will take such steps as to place the Civil Service of Canada on a strictly non-partisan basis; and

Of the City of Winnipeg; praying that the Government of the Dominion will refuse the application of the Manitoba Radial Company, to construct and operate Street Railways in the City of Winnipeg, on the ground that it is not for the general advantage of Canada.

The Honourable Mr. Ellis, from the Joint Committee of the Senate and House of Commons on the Printing of Parliament, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

COMMITTEE ROOM,

FRIDAY, 5th April, 1907.

The Joint Committee on the Printing of Parliament, beg leave to present the following as their Fourth Report:—

The Committee carefully examined the following document, and recommend that it be printed:—

178. Return to an Order of the House of the 18th February, 1907, for a copy of the Report respecting the selection and location of 3,500,000 acres in the Peace River District of British Columbia, which has been prepared upon the exploratory survey mentioned by the Minister of the Interior on the 7th February, in the House of Commons.—(*Sessional Papers.*)

The Committee recommend that the following documents be not printed:—

62g. Return to an Order of the House of the 4th March, 1907, for a copy of all Memoranda in the possession of the Government, showing the amounts from month to month reported by the company and verified by the officers of the Government, as having been duly expended in connection with the construction of the western division of the National Transcontinental Railway, whereon the Government of Canada guarantees the bonds to the extent of 75 per cent of the cost.

98a. Return to an Order of the House of the 23rd January, 1907, for copies of all Documents and all correspondence concerning the erection of the Ross rifle factory on the Plains of Abraham, Quebec.

98b. Return to an Address to His Excellency the Governor General of the 10th December, 1906, for a copy of all Contracts between the Ross Rifle Company and the Government, or Department of Militia, for the supply of rifles, ammunition or other articles, and all Orders in Council, correspondence, reports, documents and papers, relating to such contracts, or to the subject-matter thereof, and to the operations of the company and its dealings with the Government, or any Department thereof, including the Department of Customs.

98c. Return to an Address of the Senate, dated 27th November, 1906, for a copy of all Correspondence exchanged between the Government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various Departments of the Government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made.

116d. Report of E. J. Walsh, C.E., Engineer in charge of the surveys on the Trent Valley Canal, from Lake Simcoe to Georgian Bay, accompanied by plans, profiles and estimates.

123c. Supplementary Report of the Royal Commission on Life Insurance.

136a. Supplementary Return to an Address to His Excellency the Governor General of the 10th December, 1906, for a copy of all Orders in Council, contracts, reports of experts or officials, and of all correspondence relating to the adoption and purchase of 250 sub-target guns, by the Department of Militia, and especially all letters passing between the Ontario Sub-Target Company (Limited), Mr. J. H. Jewell, Mr. Hartley Dewart, K.C., or any director or shareholder of the Sub-Target Company, and the Minister of Militia, or his private secretary, in reference to purchases or contracts, or agreements to purchase, either proposed or consummated, and payments made thereon or in pursuance thereof.

179. Return to an Order of the House of the 20th February, 1907, showing all Timber licenses over Indian lands in the territorial district of Algoma, granted or rented by the Government since 1896; returns of such licenses or rentals, the area covered by each of the same, the names and addresses of the several licensees, and the prices or rentals paid, respectively, and any conditions which may be attached to the same, respectively.

180. Return to an Order of the House of the 25th February, 1907, for a copy of all Correspondence, documents and papers, accounts, agreements, grants and memoranda, respecting the application for and sale of timber lands in the Townships of Fisher, Haviland and Tilley, in the District of Algoma, on the 21st of November, 1900, by the Superintendent General of Indian Affairs, to Messieurs Wilson, Reeser and Philp.

181. Return to an Order of the House of the 10th December, 1906, for a copy of all Reports made by the superintendents of Experimental Farms in Canada, regarding the results of experiments made during the past season, to test the value of fish scrap, produced at the Government reduction works at Canso, Nova Scotia, as a fertilizer.

182. Return to an Order of the House of the 25th February, 1907, showing what Statistical matter has been omitted from the Canada Year-book, 1905, which it has been customary to include in the Year-book of former years; and also, where such omitted information can be found if published elsewhere.

183. Return to an Order of the House of the 11th February, 1907, showing: 1. What control the Government has over the teachers in the Indian schools of Canada.

2. Whether or not the teachers are compelled by law to have certificates before accepting a position in the Indian schools of Canada.

3. How many teachers in the Indian schools of Canada have first class certificates, how many second class certificates, how many third class certificates, and how many are teaching on permits.

4. What standard of school books are used in said schools, and if said books are issued under instructions from the Department of Indian Affairs, or issued by the Department, or by what authority said books are issued, and who has charge of the issuing of such books.

5. Any regulations relating to education of Indians passed by this Government since 1896, and the nature of said regulations.

6. The regulations, if any, that have been passed since 1896 relating to teachers in Indian schools.

184. Return to an Order of the House of the 25th February, 1907, for a copy of all Correspondence had between the Attorney General of New Brunswick, or any other Member of the New Brunswick Government, and the Minister of Justice, or any other Member of the Dominion Government, touching or in any way relating to the reorganization of the Supreme Court of New Brunswick.

185. Return to an Order of the House of the 20th February, 1907, showing: 1. The names of every officer, non-commissioned officer and man, of the Second Rifles Royal Canadian Regiment, the Canadian Mounted Rifles, the Royal Canadian Field Artillery, and the Strathcona Horse, and the South African Constabulary, who enlisted from the Province of British Columbia, in order to take part in active military operations in South Africa.

2. The names of all British Columbians who served with or embarked for service with the British forces in South Africa who were not members of the above corps.

3. The names of all British Columbians who were regularly appointed to the medical staff, and were actively engaged in said military operations.

4. The names of nurses, hospital dressers, and orderlies, resident in British Columbia, who were actively engaged in said military operations.

186. Return to an Order of the House of the 23rd January, 1907, for a copy of all Correspondence, with the papers and reports made by superior officers of the Department of Marine and Fisheries, or by Captain Wakeham, or any other person, regarding the dismissal from the service of R. P. Dubé, second mate on board *La Canadienne*; also, for a copy of the report made by the said R. P. Dubé to the Department of Marine and Fisheries regarding the fire on the *Aberdeen*, on the 10th November, 1905.

187. Return to an Order of the House of the 11th February, 1907, for a copy of the Record and all proceedings in the suit in the Exchequer Court of Canada between the King, on the information of the Attorney General of the Dominion of Canada, and H. E. Lyon, plaintiffs, and Malcolm McKenzie and Felix A. Montalbetti, defendants, including all correspondence in connection therewith between the Department of Justice and the Department of the Interior, or any officers thereof, respectively, and between either of the said departments, or any officer thereof, and any other person or

persons whatsoever; and including all documents or memorandum in any way relating to the said suit, including instructions to counsel engaged therein on behalf of the plaintiffs, and also all documents on file in the Department of the Interior, relating to the northeast quarter of section 35, in township 7, range 4, west of the 5th meridian.

188. Return to an Order of the House of the 23rd January, 1907, showing: All sales of Dominion lands of 160 acres and upwards, in Manitoba, Saskatchewan and Alberta, which have been made by the Government, exclusive of school lands, since the 1st January, 1905, with the prices obtained, and dates of sales.

189. Return to an Address of the Senate, of the 6th March, 1907, for copies of all correspondence between the Government of Canada or any Member thereof with any person whatsoever, and any report from any officer of the Government regarding the question of pensions by the state to deserving persons of advanced age; and also, a copy of a Bill referred to by the Right Honourable the Minister of Trade and Commerce during a speech made by him in the Senate on the 28th February last, dealing with the sale of annuities by the Government of Canada.

190. A Statement in pursuance of Section 17 of the Civil Service Insurance Act for the year ending June 30, 1906.

191. Return to an Address to His Excellency the Governor General of the 28th March, 1906, for copies of all Orders in Council, reports, memoranda, correspondence, valuation, documents and papers, of every kind and nature and description, relating to the property situated on the south side of Spring Garden Road, in the City of Halifax, upon which the old drill shed was or is situated; or relating to the leasing, conveying, disposal, or user of the said property, or of any property conveyed to the Crown in consideration or in part consideration therefor.

192. Return to an Order of the House of the 11th February, 1907, for a copy of all Reports or correspondence between the Railway Commission and the Department of Justice, concerning the trial of one Atkinson, on a charge of manslaughter, in connection with the collision which took place on the Grand Trunk Railway at Richmond, Quebec, in August, 1904.

193. Return to an Order of the House of the 6th February, 1907, for a copy of all Correspondence, telegrams, Orders in Council, and all other papers and documents in possession of the Government, or any Member or official thereof, in any way relating to the purchase by the Government of what is known as the Warburton property in Charlottetown, for a rifle range, and a right of way for approach to the Hillsboro' bridge.

194. Return to an Address to His Excellency the Governor General of the 17th December, 1906, for a copy of all Orders in Council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of immigration buildings in the City of Winnipeg, since the 1st January, 1900.

195. Return to an Order of the House of the 4th March, 1907, for a Return showing: The number of desks of every kind and description, with prices of the same, bought for the House of Commons by the Government, since 1896. (Particulars of purchases by Stationery Branch and the Sergeant-at-Arms.)

196. Return to an Order of the House of the 4th March, 1907, showing: 1. The chief differences in principle between the Ross rifle and the "Snider-Enfield," the "Martini-Henry," and the "Lee-Enfield."

2. The average annual number of each, the "Ross" rifle and the "Lee-Enfield" rifle, manufactured.

3. The various kinds of rifle "sights" for which adoption has been sought in recent years?

4. The number of accidents to men in Canada from each, the Lee-Enfield and the Ross rifle.

5. The breakages or disabled rifles of each class recorded.

197. Return to an Address to His Excellency the Governor General of the 17th December, 1906, for a copy of all Orders in Council, advertisements for tenders, tenders, specifications, plans and drawings, reports, letters, telegrams, correspondence, contracts and other documents and papers of every kind, touching or relating to the construction of a post office building at Vancouver, British Columbia.

The Committee further recommend:—

That in the event of there being no further meetings of the Committee, the Joint Chairmen may decide as to the printing or otherwise of any document that may be submitted to either House, and generally to act until the end of the Session in all other matters that come properly within cognizance of this Committee.

All which is respectfully submitted.

JOHN V. ELLIS,  
*Chairman.*

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said Report be taken into consideration by the Senate on Monday next.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Return to an Address of the Senate, dated 14th March, 1907, for:—

1. Copies of all regulations made by the Governor in Council under Section 14, Chapter 13, of the Act intituled: "The Civil Service Insurance Act."

2. The number of policies issued under the said Act, giving the dates of issue.

3. The names of the policy-holders.

4. The premiums paid annually or otherwise on each policy.

5. The total amount of the excess of the deduction from the salaries of said policy-holders on account of superannuation, and the deduction which would have been made had they not effected insurance under the said Act.

6. The total amount paid as death claims and the date of each payment.

7. The difference between the premiums paid, with the deduction made in excess, as stated in paragraph 5, as compared with losses through death claims with interest added at the rate of 3 per cent on the amount lost by the Government under the operations of this Act up to the 1st of March instant.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 42a.)*

The Honourable Mr. Costigan called the attention of the Government to the fact that the waters of the River Allagash, a tributary of the River St. John, have been and are being diverted from their natural course, and inquired what action, if any, has been taken, or if any action is to be taken by the Government.

Debated.

The Honourable Mr. Bernier called the attention of the Government on the urgency for Parliament to have at the earliest moment the report of the Commission appointed by the Government to make an exploration of the route of the proposed Georgian Bay Canal; and inquired whether Parliament may soon expect such a report, and if so, when.

Debated.

Pursuant to the Order of the Day, the Bill (91) intituled: "An Act respecting the St. Maurice Valley Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment



The Order of the Day being read for the third reading of the Bill (82) intituled: "An Act respecting the Grand Trunk Railway Company of Canada."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young, That the said Bill be now read a third time.

The Honourable Mr. Ferguson moved in amendment, seconded by the Honourable Mr. Poirier,

That the said Bill be not now read a third time, but that the 7th section thereof be amended by adding thereto, the following words:—

Provided, however, that the company shall not be relieved from liability for damages for personal injury to any of its workmen, employees or servants, nor shall any action or suit therefor by such workman, employee or servant, or, in the event of his death by his wife, heirs at law, or personal representatives against the company, be barred or defeated by any rules, by-laws or regulations made or adopted under authority of this Act, or

(2) By reason of any notice, conditions or declaration made or issued by the company as to the terms upon which the said fund or any portion thereof shall become payable, or

(3) By reason of any express or implied acknowledgment, acquittance, or release obtained by the company prior to the happening of the wrong or injury complained of or the damage accruing to the purport of effect of releasing or relieving the company from liability for damages for personal injuries as aforesaid, or by reason of the contribution or payment of the moneys of the company to the said fund or of the benefit or payment to which the workman, employee or servant, or his wife, heirs at law or personal representatives may become entitled out of the fund aforesaid.

After Debate,

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Macdonald (Victoria), it was

Ordered, That the said Debate be adjourned until to-morrow.

The Order of the Day being read for the third reading of the Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (BBB) intituled: "An Act to amend the Civil Service Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the second reading of the Bill (EEE) intituled: "An Act for the relief of Arthur Leon McPherson."

The Honourable Mr. Perley moved, seconded by the Honourable Sir Mackenzie Bowell,

That the said Bill be now read a second time,

Which being objected to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a second time accordingly.

The Honourable Mr. Perley moved, seconded by the Honourable Sir Mackenzie  
Bowell,

That the said Bill be read a third time to-morrow.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (141) intituled: "An Act for granting to His Majesty certain sums of money for the public service of the financial year ending 31st March, 1908," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company," was read a second time.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be referred to the Standing Committee on Banking and Commerce.

Pursuant to the Order of the Day, the Bill (114) intituled: "An Act to authorize the Exchange of Certain Lands," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for the second reading of the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the second reading of the Bill (144) intituled: "An Act to amend the Militia Pension Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (60) intituled: "An Act to regulate the exportation of electric power and certain liquids and gases."

*(In the Committee.)*

Title read and postponed.

First and second sections read and agreed to.

Third section read and amended by leaving out the word "three" in the seventh line thereof and substituting therefor the word "six."

The remaining sections of the Bill read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Macdonald (Victoria), from the said Committee reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Friday next.

The Order of the Day being read for the consideration of the Message from the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures; and requesting the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made in Committee of the Whole House to the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Wood, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Perley, seconded by the Honourable Mr. Wood, it was

Ordered, That the said Bill, as amended, be read a third time on Wednesday next.

The Order of the Day being read for again putting the House into a Committee of the Whole on the Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act."

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On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,  
it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr.  
Power,

The Senate adjourned.

Tuesday, 9th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Beith,	Dessaulles,	Macdonald	Ross (Middlesex),
Bernier,	De Veber,	(Victoria),	Ross (Halifax),
Bolduc,	Domville,	MacKeen,	Ross (Moosejaw),
Boucherville, de	Douglas,	McDonald	Roy,
(C.M.G.),	Drummond	(Cape Breton)	Scott,
Bowell	(Sir George),	McGregor,	Shehyn,
(Sir Mackenzie),	Ellis,	McHugh,	Sullivan,
Carling	Ferguson,	McLaren,	Talbot,
(Sir John),	Fiset,	McMillan,	Tessier,
Cartwright	Forget,	McMullen,	Thibaudeau
(Sir Richard),	Frost,	Merner,	(de la Vallière),
Casgrain,	Gibson,	Miller,	Thibaudeau
Cloran,	Gillmor,	Montplaisir,	(Rigaud),
Coffey,	Jaffray,	Owens,	Thompson,
Comeau,	Kerr,	Perley,	Watson,
Costigan,	King,	Poirier,	Wilson,
Cox,	Landry,	Power,	Wood,
David,	Lougheed,	Riley,	Yeo,
Davis,	Lovitt,	Robertson,	Young.

PRAYERS.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 15.—Leave out from "dollars" to "the" in line 16.

Page 1, line 25.—After "Restigouche" insert "Victoria."

Page 1, line 27.—Leave out from "Edmundston" to "on."

Page 2, line 6.—For "on mortgage" substitute "or mortgaged."

Page 2, line 19.—Leave out from "issue" to "to."

Page 2, line 51.—After paragraph 4 insert the following as paragraph 5:—

"5. The Company may create and issue bonds, debentures or perpetual or terminable debenture stock in payment of the purchase price of the Metapedia section or of any railways, rights, privileges or assets referred to in the preceding subsections of this section, and such bonds, debentures or perpetual or terminable debenture stock shall, subject to the provisions of *The Railway Act*, be a first charge and mortgage on the said Metapedia section and on its franchise, undertaking, tolls and income, rents and revenues; or the Company may, in payment of such purchase price, issue bonds,

debentures, or perpetual or terminable debenture stock, in two series having respectively a first and second charge and mortgage on the said Metapedia section and on its franchise, undertaking, tolls and income, rents and revenues; and the Company may further issue bonds, debentures, or perpetual or terminable debenture stock, secured on the said Metapedia section or the said other railways for the purpose of altering or improving the said Metapedia section or said other railways and for the purposes of the Company; provided, that the total of the aforesaid issues shall not exceed in all forty-five thousand dollars per mile of the said Metapedia section or railways."

Page 3, line 1.—For "5" substitute "6."

Page 3, line 38.—After the word "Company" where it occurs the second time insert "The Quebec Oriental Railway Company, The Gaspesian Railway Company."

Page 3, line 41.—After Clause 6 insert the following as Clause B:—

*Clause B.*

Section 10 of the said Act is hereby repealed and the following is substituted therefor:—

"10. The Company may issue bonds, debentures or other securities to the extent of forty-five thousand dollars per mile of the railway and branches, and such bonds, debentures or other securities may be issued only in proportion to the length of the railway constructed or under contract to be constructed, acquired or to be acquired, and shall be secured by mortgage upon the railway and all property incident thereto."

2. Nothing in this section contained shall affect the rights, privileges or priorities of holders of the existing bonds.

Page 3, line 45.—For "redeemable" substitute "terminable."

Page 4, line 1.—Leave out from "stock" to "to" in line 2.

Page 4, line 7.—Leave out from "section" to "shall" in line 8.

Page 4, line 10.—Leave out from "constructed" to "dollars" inclusive in line 12.

Page 4, line 27.—Leave out from "that" to "nothing" in line 30.

Page 4, line 33.—Leave out from "under" to "Act" inclusive in line 34, and substitute therefor "Section 4B of this Act or under Section 10 of Chapter 81 of the Statutes of 1903."

Page 5, line 10.—Leave out "general."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 15.—After "apply" insert "to the Company and."

Page 2, line 20.—Leave out from "dollars" to "the" in line 21.

Page 2, line 34.—Leave out the whole of Clause 8, and substitute the following as Clauses 8 and 9:—

"8. Subject to the provisions of Sections 361, 362 and 363 of *The Railway Act*, the railway from Metapedia to a point between New Carlisle and Paspébiac, known as the Baie des Chaleurs section of the Atlantic and Lake Superior Railway Company, and such other rights, privileges and assets of the Atlantic and Lake Superior Railway Company and of the Baie des Chaleurs Railway Company as are or may be charged on mortgage in favour of the trustees of the bond-holders of both the said

railway companies, may at any time after the passing of this Act, be purchased by the Company and may be sold by the said trustees to the Company upon such terms and conditions as may be agreed upon between the Company and the said trustees.

"2. Such agreement may stipulate that the purchase price be payable in bonds, debentures, or debenture stock of the Company, and such bonds, debentures or debenture stock may be secured on the railway thus acquired."

"9. Subject to the provisions of Sections 361, 362 and 363 of *The Railway Act*, the Company may enter into agreements with all or any of the Companies hereinafter named for any of the purposes specified in the said Section 361, such Companies being the Grand Trunk Pacific Railway Company, the Temiscouata Railway Company, and the Atlantic, Quebec and Western Railway Company, and with the Government of Canada with respect to the Intercolonial Railway."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

Pursuant to the Order of the Day, the Bill (141) intituled: "An Act for granting to His Majesty certain sums of money for the public service of the financial year ending the 31st March, 1908," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the third reading of the Bill (82) intituled: "An Act respecting the Grand Trunk Railway Company of Canada," and the motion in amendment of the Honourable Mr. Ferguson:—

That the 7th section thereof be amended by adding thereto the following words:—

Provided, however, that the company shall not be relieved from liability for damages for personal injury to any of its workmen, employees or servants, nor shall any action or suit therefor by such workman, employee or servant, or, in the event of his death by his wife, heirs at law, or personal representatives against the company, be barred or defeated by any rules, by-laws or regulations made or adopted under authority of this Act, or

(2) By reason of any notice, conditions or declaration made or issued by the company as to the terms upon which the said fund or any portion thereof shall become payable, or

(3) By reason of any express or implied acknowledgment, acquittance, or release obtained by the company prior to the happening of the wrong or injury complained of or the damage accruing to the purport or effect of releasing or relieving the company from liability for damages for personal injuries as aforesaid, or by reason of the contribution or payment of the moneys of the company to the said fund or of the benefit or payment to which the workman, employee or servant, or his wife, heirs at law or personal representatives may become entitled out of the fund aforesaid.

After Debate,

The Honourable Mr. Bernier moved in amendment to the amendment, seconded by the Honourable Mr. Landry,

That all the words in the amendment after "Provided" be struck out, and the following be substituted in lieu thereof:—

"That nothing in this Act and no rules, by-law or regulation made, action taken, thing done or payment made by virtue thereof, shall relieve the Company from liability in the event of damage arising from the negligence, omission or default of the Company, or any of its officers, employees or servants other than and except the negligence, omission or default of the person injured."

The question of concurrence being put on the motion in amendment to the amendment,

The House divided, and the names being called, they were taken down as follows:

CONTENTS:

The Honourable Messieurs

Bernier,	Ferguson,	McMillan,	Poirier,
Boucherville, de	Landry,	Merner,	Ross (Halifax),
Cloran,	Macdonald (Victoria),	Miller,	Sullivan, and
Coffey,	McDonald (C.B.),	Montplaisir,	Wilson.—18.
Ellis,	McLaren,		

NON-CONTENTS:

The Honourable Messieurs

Beith,	DeVeber,	Lougheed,	Roy,
Bowell	Domville,	Lovitt,	Scott,
(Sir Mackenzie),	Dessaulles,	MacKeen,	Shehyn,
Carling (Sir John)	Douglas,	McGregor,	Talbot,
Cartwright	Fiset,	McMullen,	Thompson,
(Sir Richard),	Forget,	Owens,	Watson,
Comeau,	Gillmor,	Power,	Wood,
Costigan,	Jaffray,	Robertson,	Yeo, and
Cox,	Kerr,	Ross (Moosejaw),	Young.—37.
David,	King,	Ross (Middlesex),	

So it was resolved in the negative.

The question of concurrence being put on the amendment, it was, on division, resolved in the negative.

The question of concurrence being then put on the main motion, the same was resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment

The Order of the Day being read for the third reading of the Bill (MM) intituled: "An Act respecting the Hamilton Radial Electric Railway Company."

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson, That the said Bill be now read a third time.

With leave of the Senate,

The Honourable Mr. Kerr moved in amendment, seconded by the Honourable Mr. Ellis,

That the said Bill be not now read a third time, but that the same be amended by adding the following words to Section 1 thereof:—

"And all rights, privileges and immunities which the Company has heretofore been entitled to under its Act of Incorporation and amendments thereof and not inconsistent with this Act are thereby continued and confirmed."

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being then put on the main motion, as amended, the same was resolved in the affirmative.

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.



Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

The Order of the Day being read for the third reading of Bill (EEE) intituled: "An Act for the relief of Arthur Leon McPherson."

The Honourable Mr. Wood moved, seconded by the Honourable Sir John Carling, That the said Bill be now read a third time.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was, on a division, resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Honourable Mr. Wood moved, seconded by the Honourable Sir John Carling,

That a Message be sent to the House of Commons by one of the Masters in Chancery, to communicate to that House the evidence taken before the Standing Committee on Divorce, to whom was referred the Petition of Arthur Leon McPherson; praying for a Bill of Divorce and the papers produced in evidence before them, with a request that the same be returned to this House.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (60) intituled: "An Act to regulate the exportation of electric power and certain liquids and gases," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any de-

partment thereof, on the question of old age pensions to aged residents in Canada, or retiring allowance in any form.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order of the Day after Third Readings.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. Power:—

That the four Rules following be inserted after Rule 31, that is to say:—

“Any substantive motion which has been adopted by the Senate, other than a motion relating to a Bill, may be reconsidered at the next sitting of the Senate: Provided, that notice of the proposed reconsideration is given during the sitting of the Senate at which such motion is adopted. Such notice may be given at any time during such sitting.

“The motion to reconsider must be moved after ‘Notices’ and ‘Inquiries,’ and before ‘Motions’ on the next sitting day, unless postponed to some certain time by leave of the Senate.

“When a motion for reconsideration is decided, that decision shall not be reconsidered; and no question shall be twice reconsidered.

“An Order, Resolution or other vote of the Senate, not being a motion for a stage of a Bill, may be rescinded; but no such Order, Resolution or other vote shall be rescinded during the same session, unless seven days’ notice be given and at least one-half of the whole number of senators vote in favour of its recession: Provided that, to correct irregularities or mistakes, one day’s notice only shall be sufficient.”

3rd. That the following be inserted after Rule 102:—“A public document quoted from by a Minister of the Crown may be ordered by the Senate to be forthwith laid upon the Table; unless it is stated by the Minister to be of such a nature that its production would be inconsistent with the public interest.”

4th. That the changes in the numbering of certain Rules, made appropriate by the foregoing additions, be duly made.

After Debate.

The question of concurrence being put on the first three Rules;

The Honourable Mr. David moved in amendment, seconded by the Honourable Mr. Kerr,

That the following words be added at the end of the second Rule: “and must be adopted by the absolute majority of the whole Senate.”

The question of concurrence being put on the amendment, the same was resolved in the negative.

The question of concurrence being again put on the main motion;

The Honourable Mr. Cloran moved, seconded by the Honourable Mr. Ross (Halifax),

That the words “after two days’ notice” be substituted for the words “at the next sitting of the Senate,” in the second line of the first rule.

The question of concurrence being put on the motion in amendment, the same was resolved in the negative.

The question of concurrence being again put on the main motion,

The House divided, and the names being called, they were taken down as follows:

#### CONTENTS:

#### The Honourable Messieurs

Coffey,	Ellis,	Macdonald (Victoria),	Ross (Middlesex).
Comeau,	Jaffray,	McMullen,	Scott.
Davis,	Lougheed,	Power,	Sullivan, and
Domville,	Lovitt,	Robertson,	Tessier.—16.

## NON-CONTENTS:

## The Honourable Messieurs

Beith,	David,	Kerr,	Watson,
Boucherville, de	Dessaullles,	Landry,	Wilson,
Bowell	Ferguson,	McMillan,	Wood,
(Sir Mackenzie),	Fiset,	Ross (Moosejaw),	Yeo. and
Carling (Sir John),	Gibson,	Ross (Halifax),	Young.—20.
Cloran,			

So it was resolved in the negative.

With leave of the Senate, the 4th Rule was withdrawn.

The question of concurrence being put on the addition to be made to Rule 102, it was resolved in the negative.

Pursuant to the Order of the Day, the Bill (109) intituled: "An Act to amend the Yukon Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (143) intituled: "An Act to amend the Immigration Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (134) intituled: "An Act respecting the Duties of Customs," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (114) intituled: "An Act to authorize the exchange of certain Lands."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Gibson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (Y) intituled: "An Act respecting the Midway and Vernon Railway Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (DD) intituled: "An Act respecting the Alberta Central Railway Company,"

and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (38) intituled: "An Act respecting the Klondyke Mines Railway Company," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (71) intituled: "An Act to incorporate the Burrard, Westminster Boundary Railway and Navigation Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspè Telephone Company, Limited," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 17.—Leave out "three" and insert "a majority."

Page 2, line 8.—Leave out "two hundred" and insert "one hundred and fifty."

Page 2, line 20.—Leave out subsection 3.

Page 2, line 25.—Leave out all the words after "and" and insert "a majority of whom shall be a quorum."

Page 2, line 29.—Leave out "November" and insert "September."

Page 2, line 29.—Leave out from "year" to the end of section.

Page 2, line 31.—Leave out "sections" and insert "section" and leave out "and 165."

Page 4, line 6.—After "360" insert "and paragraph 29 of section 2."

Page 4, line 7.—After "Company" insert "and its undertaking."

Page 4, line 8.—After "Sections" insert "and paragraph."

Page 5, line 6.—Leave out from "namely" to "sections" in line 8.

Page 5, line 8.—After "246" leave out "and," and after "247" insert "and 248."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be considered by the Senate to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Wednesday, 10th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Dessaulles,	Lougheed,	Robertson,
Beith,	Domville,	Lovitt,	Ross (Middlesex),
Bernier,	Douglas,	Macdonald	Ross (Halifax),
Bolduc,	Drummond	(Victoria),	Ross (Moosejaw),
Boucherville, de	(Sir George),	MacKeen,	Roy,
(C.M.G.),	Edwards,	McDonald	Scott,
Bowell	Ellis,	(Cape Breton),	Shehyn,
(Sir Mackenzie),	Ferguson,	McGregor,	Sullivan,
Carling	Fiset,	McHugh,	Talbot,
(Sir John),	Forget,	McLaren,	Tessier,
Cartwright	Gibson,	McMillan,	Thibaudeau
(Sir Richard),	Gillmor,	McMullen,	(de la Vallière),
Cloran,	Godbout,	Merner,	Thompson,
Coffey,	Jaffray,	Miller,	Watson,
Comeau,	Kerr,	Montplaisir,	Wilson,
Costigan,	King,	Poirier,	Wood,
David,	Kirchhoffer,	Power,	Yeo,
Davis,	Landry,	Riley,	Young.

PRAYERS.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (63) intituled: "An Act to incorporate the Protective Association of Canada," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. Merner, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (DDD) intituled: "An Act to incorporate the Prudential Life Insurance Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 28.—After "purchase" insert "life."

Page 2, line 34.—After "proxy" insert "representing a shareholder."

Page 3, line 2.—After "proxy" insert "representing a policy-holder."

With leave of the Senate,

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. Godbout, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Thibaudeau (de la Vallière), seconded by the Honourable Mr. Godbout, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (ZZ) intituled: "An Act to incorporate the Standard Life Insurance Company of Canada," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 10.—For "Standard" substitute "Fidelity."

Page 2, line 6.—For "twenty-five" substitute "fifty."

Page 2, line 16.—Leave out "a male."

Page 3, line 4.—After "proxy" insert "representing a shareholder."

Page 3, line 29.—Leave out "participating policy."

Page 3, line 43.—After "directors" insert "Every proxy representing a policy-holder must be himself a participating policy-holder and entitled to vote."

Page 4, line 7.—After "policy" insert "or such cash payment is not demanded while such original policy."

Page 4, line 17.—Leave out "shareholders."

*In the Title.*

For "Standard" substitute "Fidelity."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 4, line 23.—For "may" substitute "shall."

Page 6, line 34.—After "Company" add the following as subsection 2:—

"2. The directors may, from time to time, repeal, amend or re-enact such by-laws, but every such by-law, excepting by-laws made respecting agents, officers and servants of the company, and every repeal, amendment or re-enactment thereof, unless in the meantime confirmed at a general meeting of the company, duly called for that purpose, shall only have force until the next annual meeting of the company, and in default of confirmation thereat, shall, at and from that time, cease to have force."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company," re-

ported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 4, line 25.—For “may” substitute “shall.”

Page 6, line 38.—After “Company” add the following as subsection 2:—

“2. The directors may, from time to time, repeal, amend or re-enact such by-laws, but every such by-law, excepting by-laws made respecting agents, officers and servants of the company, and every repeal, amendment or re-enactment thereof, unless in the meantime confirmed at a general meeting of the company, duly called for that purpose, shall only have force until the next annual meeting of the company, and in default of confirmation thereat, shall, at and from that time, cease to have force.”

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Ross (Moosejaw), it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

The Honourable Mr. David moved, seconded by the Honourable Mr. Ross (Middlesex),

That it is expedient to resolve that—

1. The Senate will insist upon the application of Section 92 of the *British North America Act, 1867*, in accordance with the spirit and true intent of that section, to the end that the exclusive powers of the Legislatures of the Provinces of Canada may be protected and preserved.

2. The Senate will not consider the mere insertion in a Bill of a declaration that a work is for the general advantage of Canada to be in itself sufficient foundation for the exercise of the legislative authority of the Parliament of Canada.

3. The Senate will not pass any Bill containing a declaration that a local work or undertaking is for the general advantage of Canada or for the advantage of two or more of the Provinces, unless the truth of that declaration has been proved.

4. The Senate will not consider the presence in a Bill of clauses relating to subjects within the legislative authority of the Parliament of Canada to be in itself sufficient reason for the enactment of other clauses relating to subjects not within that authority.

After Debate,

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Debate be adjourned until to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (48) intituled: “An Act respecting the Canadian Northern Quebec Railway Company,” and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (73) intituled: “An Act respecting patents of the International Paper Company,” and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (88) intituled: “An Act to incorporate the Ontario and Quebec Railway Ferry Company,” and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (94) intituled: "An Act to incorporate the Nipissing Central Railway Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company," in the following words:—

HOUSE OF COMMONS,

TUESDAY, 9th April, 1907.

Resolved, That a Message be sent to the Senate to acquaint their Honours that this House hath disagreed to their first amendment to the Bill No. 46, An Act to incorporate the Manitoba Radial Railway Company, for the following reason:—

"Because the section appears to be necessary in the interest of the municipality as it prohibits the construction and operation of the railway along any highway, street or other public place without the consent of the municipality expressed by by-law."

And hath agreed to their second amendment, without any amendment.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young, That the said Message be taken into consideration by the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the third reading of the Bill (134) intituled: "An Act respecting the Duties of Customs,"

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (114) intituled: "An Act to authorize the Exchange of certain Lands," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowance in any form.

After further Debate,



On motion of the Honourable Mr. Ferguson, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the said Debate be adjourned until to-morrow.

Pursuant to the Order of the Day, the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Bill (144) intituled: "An Act to amend the Militia Pension Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for the consideration of the Message from the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures; and requesting the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Tuesday next.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act."

*(In the Committee.)*

First section again considered and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Bernier, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company."

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. Yeo, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Har-

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hours to the Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company."

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. David, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (109) intituled: "An Act to amend the Yukon Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Jaffray, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (143) intituled: "An Act to amend the Immigration Act."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (R) intituled: "An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the said amendments made to the said Bill without any amendment.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 11th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Macdonald	Robertson,
Baker,	Dessaulles,	(Victoria),	Ross (Middlesex),
Beith,	De Veber,	Mackay (Alma),	Ross (Halifax),
Bernier,	Domville,	MacKeen,	Ross (Moosejaw),
Bolduc,	Douglas,	McDonald	Roy,
Boucherville, de	Ellis,	(Cape Breton),	Scott,
(C.M.G.),	Ferguson,	McGregor,	Shehyn,
Bowell	Fiset,	McHugh,	Sullivan,
(Sir Mackenzie),	Forget,	McLaren,	Talbot,
Carling	Frost,	McMillan,	Thibaudeau
(Sir John),	Gibson,	McMullen,	(de la Vallière),
Cartwright	Gillmor,	McSweeney,	Thibaudeau
(Sir Richard),	Godbout,	Merner,	(Rigaud),
Casgrain,	Jaffray,	Miller,	Thompson,
Cloran,	Kerr,	Montplaisir,	Watson,
Coffey,	King,	Owens,	Wilson,
Comeau,	Kirchhoffer,	Perley,	Wood,
Costigan,	Landry,	Poirier,	Yeo,
Cox,	Lougheed,	Power,	Young.
David,	Lovitt,	Riley,	

PRAYERS.

The Honourable Mr. Scott, Secretary of State, presented to the Senate.—A Statement of Superannuations and Retiring Allowances in the Civil Service during the year ended 31st December, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 41.*)

The Honourable Mr. Watson, from the Standing Committee on Internal Economy and Contingent Accounts, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, 11th April, 1907.

The Committee on Internal Economy and Contingent Accounts, beg leave to make their Second Report, as follows:—

1. Your Committee have examined the Accounts and Vouchers of the Clerk of the Senate for the year ended 30th June, 1906, and find them correct.

2. The Clerk has accounted to the satisfaction of your Committee, as follows:—

*Receipts.*

Letters of credit . . . . .	\$292,744 33
Bills of Exchange . . . . .	125 70
Revenue from Private Bills, &c. . . . .	6,711 15
Total . . . . .	<u>\$299,581 18</u>

*Disbursements.*

Cheques issued . . . . .	\$292,744 33
Bills of Exchange remitted . . . . .	125 70
Cash deposited to credit of the Receiver General—	
Fees for Private Bills . . . . .	\$6,512 25
Fees for Certified copies . . . . .	125 75
Refunds . . . . .	73 15
	<u>6,711 15</u>
Total . . . . .	<u>\$299,581 18</u>

3. Your Committee recommend that the usual small trunk of stationery be supplied to Senators at the next Session of Parliament.

4. Your Committee recommend that the appropriation of \$6,000 for stationery, &c., be increased by an amount to cover the cost of customs duty now collected on the same under the new Customs Act.

5. Your Committee recommend that the stationery and other articles which have been selected by your Sub-Committee with due regard to usefulness and economy, be ordered according to the list approved by your Sub-Committee and to be deposited with the Clerk of Stationery and that the distribution be made in a way similar to that of last session.

6. Your Committee recommend that the Clerk of the Senate be authorized to increase the total amount of his estimates for Contingencies by the sum of \$10,000, in consequence of the additional amounts required for stationery, and the increased permanent sessional staff made necessary by an increase of ten per cent in the membership of the Senate.

7. Your Committee recommend that the services of Mr. J. O. Berubé be dispensed with.

8. Your Committee recommend that the pay of the permanent and sessional charwomen be increased from 80 cents to \$1 a day.

9. Your Committee recommend that a gratuity of \$500 be granted to Mr. J. B. Myrand, late Postmaster of the Senate, in consideration of his long and faithful service.

10. Your Committee recommend that a gratuity be granted to the widow of the late Théodule Paquette, of the amount paid by him into the Superannuation Fund, with interest at five per cent.

11. Your Committee recommend that the Clerk be authorized to destroy or transfer to the Archives Branch such papers as have become of no further use and encumber his vault.

12. Your Committee recommend that the Clerk of the Senate be authorized to purchase for the use of Senators one hundred volumes of Annotations to the Revised Statutes, 1906, at a cost of \$4 a volume.

All which is respectfully submitted.

ROBT. WATSON,  
*Chairman.*

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Kirchhoffer, from the Standing Committee on Divorce, presented their Seventh Report.

Ordered, That it be received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 28,

THURSDAY, 11th April, 1907.

The Committee on Divorce beg leave to make their Seventh Report, as follows:—

In the matter of the Petition of Hector Pinel, of the City and District of Montreal, in the Province of Quebec, merchant, praying for the passing of an Act to dissolve his marriage with Dame Frederique Hirtz, and for such further and other relief as to the Senate may seem meet.

1. The Committee have, in obedience to the Rules of the Senate, examined the notice of application to Parliament, the petition, the evidence of publication of the notice, the evidence as to the service on the Respondent of a copy of the notice, and all other papers referred with the petition.

2. The Committee find that the requirements of the Rules of the Senate have been complied with as to the notice of application, the petition and the publication of notice.

3. No personal service of the notice of application for the divorce has been made upon the Respondent, but it having been shown to the Committee that the whereabouts of the Respondent was unknown, your Committee made an order for substitutional service.

4. No further proceedings were had before the Committee until this day, when counsel for the Petitioner asked leave to desist from further proceedings and to withdraw the Bill, on the ground that it is impossible to proceed therewith at the present Session of Parliament, owing to the absence from the country of witnesses likely to give material evidence on behalf of the Petitioner.

5. Your Committee recommend that leave be given to the Petitioner to withdraw the Bill.

6. The Committee report herewith their proceedings and all documents, papers and instruments referred to the Committee by the Senate or received in evidence by the Committee.

7. Your Committee recommend that the fees paid upon the said petition be refunded to A. F. May, Esq., Barrister-at-Law, Counsel for the petitioner, less expenses, if any, incurred during the proceedings.

All which is respectfully submitted.

J. N. KIRCHHOFFER

*Chairman.*

The Honourable Mr. Kirchhoffer moved, seconded by the Honourable Mr. Lougheed, That the said Report be now adopted.

Which being objected to,

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative, and

Ordered accordingly.

A Message was brought from the House of Commons by their Clerk with a Bill (127) intituled: "An Act to amend the Adulteration Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk with a Bill (128) intituled: "An Act respecting the Winnipeg Terminals of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Monday next.

Pursuant to the Order of the Day, the Bill (63) intituled: "An Act to incorporate the Protective Association of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment

Pursuant to the Order of the Day the Bill (DDD) intituled: "An Act to incorporate the Prudential Life Insurance Company of Canada," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (134) intituled: "An Act respecting the Duties of Customs," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the third reading of the Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act."

The Right Honourable Sir Richard Cartwright moved, seconded by the Honourable Mr. Scott,

That the said Bill be now read a third time.

The Honourable Mr. Young moved in amendment, seconded by the Honourable Mr. Power,

That the said Bill be not now read a third time, but that it be amended by adding at the end of subsection (c) of Section 1, the following:—

"Provided that the Governor in Council may by proclamation exempt any Province from the operation of this section."

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being put on the main motion, as amended, the same was resolved in the affirmative.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (109) intituled: "An Act to amend the Yukon Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowance in any form.

After further Debate,

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Mr. Owens, it was

Ordered, That the said Debate be adjourned until Monday next.

The Order of the Day being read for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Banking and Commerce to Bill (ZZ) intituled: "An Act respecting the Standard Life Insurance Company."

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the amendments be not now agreed to, but that the said Bill be further amended by adding the name of "Garratt" after the word "Huycke" in the second line of the first section.

The question of concurrence being put on the said motion, the same was resolved in the affirmative.

Then on motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That Rules 24*b* and 30 of the Senate be suspended in so far as they relate to the said Bill.

Then on motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass and that the title be an Act respecting the Fidelity Life Insurance Company of Canada?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Banking and Commerce to the Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Message from the House of Commons *re* amendments made by the Senate to the Bill (46) intituled: "An Act to incorporate the Manitoba Radial Railway Company."

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Yeo,

That the Senate do not insist upon its first amendment.

The question of concurrence being put thereon, the same was resolved in the affirmative.

Then, on motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Yeo, it was

Resolved, That a Message be sent to the House of Commons by one of the Masters in Chancery, to inform that House that the Senate do not insist on their first amendment, to which the Commons hath disagreed.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. David:—

That he will move that it is expedient to resolve that—

1. The Senate will insist upon the application of Section 92 of the *British North America Act, 1867*, in accordance with the spirit and true intent of that section, to the end that the exclusive powers of the Legislatures of the Provinces of Canada may be protected and preserved.

2. The Senate will not consider the mere insertion in a Bill of a declaration that a work is for the general advantage of Canada to be in itself sufficient foundation for the exercise of the legislative authority of the Parliament of Canada.

3. The Senate will not pass any Bill containing a declaration that a local work or undertaking is for the general advantage of Canada or for the advantage of two or more of the Provinces, unless the truth of that declaration has been proved.



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4. The Senate will not consider the presence in a Bill of clauses relating to subjects within the legislative authority of the Parliament of Canada to be in itself sufficient reason for the enactment of other clauses relating to subjects not within that authority.

On motion of the Honourable Mr. Robertson, seconded by the Honourable Mr. Wilson, it was

Ordered, That the same be postponed until Tuesday next.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (144) intituled: "An Act to amend the Militia Pension Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Domville, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company."

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Fiset, seconded by the Honourable Mr. Yeo, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for putting the House into a Committee of the Whole on the Bill (143) intituled: "An Act to amend the Immigration Act."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Friday, 12th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Costigan,	Landry,	Power,
Baker,	Davis,	Lougheed,	Riley,
Beith,	Dessaulles,	Lovitt,	Robertson,
Bernier,	De Veber,	Macdonald	Ross (Middlesex),
Boucherville, de	Domville,	(Victoria),	Ross (Halifax),
(C.M.G.),	Douglas,	MacKeen,	Ross (Moosejaw),
Bowell	Ellis,	McDonald	Scott,
(Sir Mackenzie),	Ferguson,	(Cape Breton),	Shehyn,
Carling	Forget,	McGregor,	Sullivan,
(Sir John),	Frost,	McHugh,	Talbot,
Cartwright	Gibson,	Merner,	Watson,
(Sir Richard),	Gillmor,	Miller,	Wilson,
Casgrain,	Godbout,	Montplaisir,	Wood,
Cloran,	Jaffray,	Owens,	Yeo,
Coffey,	Kerr,	Perley,	Young.
Comeau,	King,	Poirier,	

PRAYERS.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,  
OTTAWA, 12th April, 1907.

SIR,—I have the honour to inform you that the Honourable the Chief Justice of Canada, acting as Deputy to His Excellency the Governor General, will proceed to the Senate Chamber this afternoon at 4 o'clock, for the purpose of giving assent to certain Bills which have passed the Senate and House of Commons during the present Session.

I have the honour to be, Sir,

Your obedient servant,

C. J. JONES,

*For the Governor General's Secretary.*

The Honourable

The Speaker of the Senate.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903," reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk, as follows:—

Page 1, line 4.—Leave out the whole of Clause 1.

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendment be taken into consideration by the Senate on Tuesday next.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power, That when the Senate adjourns to-day, it do stand adjourned until Monday next, at eight o'clock in the evening.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (144) intituled: "An Act to amend the Militia Pension Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Wednesday next.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Ellis,

That the said Report be now adopted.

The Honourable Mr. Young moved in amendment, seconded by the Honourable Mr. Gibson,

That the Report be not now adopted, but that the 10th paragraph be struck out and the following substituted therefor:—

“That a gratuity of \$250 be granted to the widow of the late Theodule Paquette, late messenger of the Senate.”

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being then put on the main motion, as amended, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for putting the House in a Committee of the Whole on the Bill (135) intituled: “An Act to amend the Yukon Placer Mining Act.”

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Tuesday next.

The Senate was adjourned during pleasure.

The Honourable the Chief Justice of Canada, Deputy to His Excellency the Governor General, being seated in front of the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House: “It is the Deputy Governor’s desire that they attend him immediately in this House.”

Who being come with their Speaker,

The Clerk of the Crown in Chancery read the Titles of the Bills to be passed, as follow:—

An Act to amend the Interpretation Act.

An Act respecting La Banque Nationale.

An Act to incorporate the United Baptist Women’s Missionary Union of the Maritime Provinces.

An Act for the relief of Osprey George Valentine Spain.

An Act respecting the British America Assurance Company.

An Act for the relief of Celina Kingan Ansley.

An Act for the relief of George William Hadley.

An Act to revive certain patents of the Nichols Copper Company.

An Act to incorporate the Traveller’s Indemnity Company of Canada.

An Act respecting the Lake Superior Power Company.

An Act respecting the Crawford Bay and St. Mary’s Railway Company.

An Act respecting the Grand Valley Railway Company.

An Act respecting the St. Maurice Valley Railway Company.

An Act to amend the Canada Shipping Act.

An Act respecting the Grand Trunk Railway Company of Canada.

An Act respecting the Midway and Vernon Railway Company.

An Act respecting the Alberta Central Railway Company.

An Act respecting Klondike Mines Railway Company.

An Act to incorporate the Burrard Westminster Boundary Railway and Navigation Company.

An Act respecting the Canadian Northern Quebec Railway Company.

An Act respecting patents of the International Paper Company.

An Act to incorporate the St. Lawrence Railway Ferry Company.

An Act to incorporate the Nipissing Central Railway Company.

An Act to authorize the Exchange of certain Lands.

An Act to incorporate the Bonaventure and Gaspé Telephone Company, Limited.

An Act to incorporate the Protective Association of Canada.

An Act respecting the Duties of Customs.

An Act to amend the Yukon Act.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

“In His Majesty’s name, His Honour the Deputy Governor doth assent to these Bills.”

Then the Honourable the Speaker of the House of Commons addressed His Honour the Deputy of His Excellency the Governor General, as follows:—

“MAY IT PLEASE YOUR HONOUR:

“The Commons of Canada have voted certain Supplies required to enable the Government to defray the expenses of the Public Service.

“In the name of the Commons, I present to Your Honour a Bill intituled:—

“An Act for granting to His Majesty certain sums of money for the public service of the financial year ending the 31st March, 1908, to which Bill I humbly request Your Honour’s assent.”

Then after the Clerk of the Crown in Chancery had read the Title of the Bill;

The Clerk of the Senate, by His Honour’s command, did thereupon say:—

“In His Majesty’s name His Honour the Deputy of His Excellency the Governor General thanks His Loyal Subjects, accepts their benevolence, and assents to this Bill.”

The Deputy Governor was pleased to retire, and

The House of Commons withdrew.

The Senate resumed.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (143) intituled: “An Act to amend the Immigration Act.”

*(In the Committee.)*

Title read and postponed.

Section one read and agreed to.

Section two read, debated and postponed.

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again on Monday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Monday next at eight o’clock in the evening.

Monday, 15th April, 1907.

The Senate met at Eight o'clock in the evening.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Mackay (Alma),	Robertson,
Baker,	Dessaulles,	MacKeen,	Ross (Middlesex),
Beith,	De Veber,	McDonald	Ross (Halifax),
Béique,	Domville,	(Cape Breton),	Roy,
Bernier,	Douglas,	McGregor,	Scott,
Boucherville, de	Ellis,	McHugh,	Sullivan,
(C.M.G.),	Ferguson,	McKay (Truro),	Talbot,
Bowell	Frost,	McLaren,	Tessier,
(Sir Mackenzie),	Gillmor,	Merner,	Thibaudeau
Carling	Godbout,	Miller,	(de la Vallière),
(Sir John),	Jaffray,	Mitchell,	Thibaudeau
Casgrain,	King,	Montplaisir,	(Rigaud),
Cloran,	Landry,	Owens,	Thompson,
Coffey,	Lougheed,	Perley,	Watson,
Comeau,	Lovitt,	Poirier,	Wood,
Costigan,	Macdonald	Power,	Yeo,
David,	(Victoria),	Riley,	Young.

#### PRAYERS.

The Honourable Mr. Ellis, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company," reported that they had gone through the said Bill, and had directed him to report the same with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk, as follow:—

Page 1, line 31.—For "in or adjacent to the" substitute "at any point on the Pigeon river, the."

Page 2, lines 1 and 2.—Leave out "and the waters tributary or adjacent thereto."

Page 2, line 4.—Before "construct" insert "At such point on each of the said rivers as may be selected."

Page 2, line 30.—For "Isle Royale in Lake Superior" substitute "to and in Isle Royale in the United States of America."

Page 2, line 39.—After Clause 12 insert Clauses A, B, C, D, as follow:—

#### A.

13. The Company shall not enter within the limits of any municipality with any transmission line or sell or distribute electrical or other power therein without the consent of such municipality expressed by by-law.

*B.*

14. None of the powers conferred by this Act shall be exerciseable within the limits of the Town of Port Arthur or of the Town of Fort William unless a by-law has been submitted to its qualified ratepayers and duly passed by them authorizing the exercising of such powers within its limits.

*C.*

15. The Company shall at all times be prepared to furnish for consumption in Canada one-half of the power developed and six months' notice to the Company by registered letter shall be deemed sufficient notice to the Company to furnish any person or persons power to the extent (or any quantity thereof) mentioned in this section.

*D.*

16. In case of any dispute as to the price for power or electrical energy in use or to be provided for use upon the Canadian side of the international boundary line, or the methods of distribution thereof, or the time within which or the conditions upon which the same shall be furnished for use, such dispute shall, notwithstanding the provisions of Section 17 of *The Railway Act*, be settled by the Board of Railway Commissioners for Canada on the application of any user or applicant for power, or of the Company, or of the Town of Port Arthur or of the Town of Fort William.

Page 2, line 40.—For "13" substitute "17."

Page 2, line 44.—After Clause 13 insert Clauses E and F, as follow:—

*E.*

18. Except as provided by Sections 15 and 16 of this Act, the provisions of the Acts passed during the present Session of Parliament, intituled respectively *An Act to regulate the exportation of electric power and certain liquids and gases* and *An Act respecting the inspection of electricity*, shall apply to the Company and to its undertaking.

*F.*

19. The Company and its undertaking shall be subject to such provisions of any general Act now or hereafter passed by the Legislature of the Province of Ontario as provide, in the interest of public health or safety, for the control and regulation of the transmission, distribution or supply of electricity in any form.

Page 2, line 45.—For "14" substitute "20."

Page 3, line 11.—For "15" substitute "21."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. David, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Return to an Address of the Senate dated 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the Town of Glace Bay, N.S., between any member of the Government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the Government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers No. 223.*)

The Order of the Day being read for the consideration of the Fourth Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. David, it was

Ordered, That the same be postponed until Friday next.

Pursuant to the Order of the Day, the Bill (128) intituled: "An Act respecting the Winnipeg Terminals of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowances in any form

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (143) intituled: "An Act to amend the Immigration Act."

*(In the Committee.)*

After a further Debate on Section two, it was agreed to.

Section three read and postponed.

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (OO) intituled: "An Act to incorporate the Collingwood Southern Railway Company," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (72) intituled: "An Act respecting the Canadian Northern Ontario Railway Company," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (69) intituled: "An Act respecting the Quebec Oriental Railway Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (GG) intituled: "An Act respecting the St. Mary River Bridge Company," and to acquaint the Senate that they have passed the said Bill with an amendment, to which they desire the concurrence of the Senate.



The said amendment was then read by the Clerk, as follow:—

Page 1, line 31.—Leave out “Subject to the provisions of this Act.”

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. De Veber, it was

Ordered, That the said amendment be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendment made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (EE) intituled: “An Act to incorporate the Winnipeg and Northwestern Railway Company,” and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 15.—Leave out “one” and insert “two.”

Page 1, line 21.—Leave out “October” and insert “September.”

Page 1, line 28.—After “of” insert “Stonewall and.”

Page 2, line 11.—After “of” insert “Fort.”

Page 2, line 33.—After “may” insert “subject to the provisions of the Railway Act.”

Page 2, line 38.—Leave out from “of” to “at” in line 39, and insert “the said Act.”

Page 3, line 14.—After “purpose” insert “at which meeting, whether annual or special, shareholders representing at least two-thirds in value of the subscribed stock of the company and who have paid all calls due thereon, are present in person or represented by proxy.”

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. De Veber, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (Z) intituled: “An Act to incorporate the St. Leon Railway Company,” and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 16.—Leave out “one” and insert “five.”

Page 1, line 23.—Leave out “three” and insert “five.”

Page 2, line 1.—Leave out “or points” and insert “at or near St. Leon.”

Page 2, line 21.—After “may” insert “subject to the provisions of the Railway Act.”

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (JJ) intituled: “An Act respecting the Ontario, Hudson’s Bay and Western Railways Company,” and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 7.—Leave out from “held” to the end of the section and insert “on the third Wednesday in September.”

Page 2.—After Section 5 insert the following as Section 6:—

"6. Section 7 of the said Chapter 78 is hereby amended by striking out the words 'or some other point on James Bay, in the Province of Ontario' in lines 6 and 7 of the said section."

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. De Veber, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 6.—After "follows" insert as Section A1, the following:—

"A1. The section substituted by Section 1 of Chapter 148 of the Statutes of 1903 for Section 1 of Chapter 74 of the Statutes of 1901 is hereby amended by striking out of the said section the words by way of the Town of Sault Ste. Marie, in the District of Algoma, or by such other route as the Company determines."

Page 1, line 7.—After "1" insert "except as amended by this Act."

Page 1, line 19.—Leave out Section 3.

On motion of the Honourable Mr. Ross (Middlesex), seconded by the Honourable Mr. De Veber, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 10.—Before "make" insert "subject to the provisions of the Railway Act."

Page 2, line 30.—After "may" insert "subject to the approval of the Board of Railway Commissioners for Canada."

Page 4, line 5.—After "Company" insert "and."

Page 4, line 6.—Leave out from "Canada" to the end of the section.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson Bay Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 13.—Leave out "30" and insert "50."

Page 1, line 15.—After "held" leave out all the words to the end of the section and insert "on the third Wednesday in September."

On motion of the Honourable Mr. De Veber, seconded by the Honourable Mr. Tessier, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.

Tuesday, 16th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	MacKeen,	Ross (Middlesex),
Baker,	Dessaulles,	McDonald	Ross (Halifax),
Beith,	De Veber,	(Cape Breton),	Ross (Moosejaw),
Bernier,	Domville,	McGregor,	Roy,
Bolduc,	Douglas,	McHugh,	Scott,
Boucherville, de	Ellis,	McKay (Truro),	Sullivan,
(C.M.G.),	Ferguson,	McLaren,	Talbot,
Bowell	Frost,	McMillan,	Tessier,
(Sir Mackenzie),	Gibson,	McMullen,	Thibaudeau
Carling	Gillmor,	Merner,	(de la Vallière)
(Sir John),	Godbout,	Miller,	Thibaudeau
Cartwright	Jaffray,	Mitchell,	(Rigaud),
(Sir Richard),	King,	Montplaisir,	Thompson,
Casgrain,	Landry,	Perley,	Watson,
Cloran,	Legris,	Poirier,	Wilson,
Coffey,	Lougheed,	Power,	Wood,
Comeau,	Lovitt,	Riley,	Yeo,
Costigan,	Macdonald	Robertson,	Young.
David,	(Victoria),		

PRAYERS.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (YY) intituled: "An Act respecting the Erie Ontario Power Company," reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Young, it was

Ordered, That the said Bill be read a third time to-morrow.

The Honourable Mr. Casgrain, from the Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (VV) intituled: "An Act to incorporate the International Canal and Power Company," presented the following Report:—

Ordered, That the Report be now received, and

The same was then read by the Clerk, as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

TUESDAY, 16th April, 1907.

The Standing Committee on Railways, Telegraphs and Harbours, to whom was referred the Bill (VV) intituled: "An Act to incorporate the International Canal and

Power Company," have, in obedience to the order of reference of March 15th last, examined the said Bill, and now beg leave to report as follows:—

1. Your Committee find that the preamble has not been proved to the satisfaction of your Committee, on the ground that it is inadvisable to confer such extensive powers upon any company unless and until all the questions involved have been considered and approved by the Government.

2. Your Committee further recommend that the fees paid on the said Bill be refunded to the solicitor for the promoters, less the cost of printing and translation.

All which is respectfully submitted.

J. P. B. CASGRAIN,  
*Chairman.*

On motion of the Honourable Mr. Casgrain, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

The Honourable Mr. Landry drew the attention of the Senate to the fact that in the last days of the month of March, a special excursion, over the Intercolonial Railway, or over any other railway, was organized, which allowed certain Senators and Members of the House of Commons a visit to the ports of St. John and Halifax, in the Maritime Provinces, and inquired—

1. Was a special train, or at least a private car, put at the disposition of the excursionists?

2. Of how many Senators, Members of the House of Commons, and other persons, was the party of excursionists composed, and who were they, by name?

3. On what day and at what hour did the journey begin, and whence did the travellers set forth?

4. Where did they go to, and how many days did the excursion last?

5. On what day and at what hour of the day did the travellers return to their point of departure?

6. Whether in going or in returning, at what intermediate station did other travellers increase the number of those excursionists by joining them in their private car?

7. How many of the excursionists paid for the use of their private car?

8. Was there a buffet on board this train or were there on the private car any facilities to supply its passengers with proper meals, and how many of the travellers took free meals thereat?

9. If the excursionists did not pay for the private car nor for their meals, who then did pay?

10. Was the invitation to go and visit the winter ports of Canada restricted only to Senators and Members of the House of Commons of the Ministerial party? Why?

Debated.

The Order of the Day being read for the consideration of the Message from the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures; and requesting the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Thursday next, and that it be the first Order of that day after the third readings.

The Order of the Day being read for the second reading of the Bill (127) intituled: "An Act to amend the Adulteration Act."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. David:—

That he will move that it is expedient to resolve that—

1. The Senate will insist upon the application of Section 92 of the *British North America Act, 1867*, in accordance with the spirit and true intent of that section, to the end that the exclusive powers of the Legislatures of the Provinces of Canada may be protected and preserved.

2. The Senate will not consider the mere insertion in a Bill of a declaration that a work is for the general advantage of Canada to be in itself sufficient foundation for the exercise of the legislative authority of the Parliament of Canada.

3. The Senate will not pass any Bill containing a declaration that a local work or undertaking is for the general advantage of Canada or for the advantage of two or more of the Provinces, unless the truth of that declaration has been proved.

4. The Senate will not consider the presence in a Bill of clauses relating to subjects within the legislative authority of the Parliament of Canada to be in itself sufficient reason for the enactment of other clauses relating to subjects not within that authority.

After Debate,

The question of concurrence being put on the said motion.

The House divided, and the names being called, they were taken down as follows:—

#### CONTENTS:

##### The Honourable Messieurs

Baird,	Davis,	MacKeen,	Power,
Baker,	DeVeber,	McDonald (C.B.),	Riley,
Beith,	Domville,	McGregor,	Robertson,
Bernier,	Douglas,	McHugh,	Ross (Halifax),
Boucherville, de	Dessaullles,	McKay (Truro),	Ross (Middlesex),
Bowell	Ferguson,	McLaren,	Scott
(Sir Mackenzie),	Frost,	McMillan,	Thibaudeau
Carling (Sir John),	Gillmor,	McMullen,	(Rigaud),
Cartwright	Godbout,	Merner,	Thibaudeau
(Sir Richard),	Landry,	Mitchell,	(de la Vallière),
Comeau.	Legris,	Montplaisir,	Watson,
Dandurand	Lougheed.	Perley.	Wilson, and
(Speaker),	Macdonald	Poirier,	Wood.—48.
David,	(Victoria),		

#### NON-CONTENT:

##### The Honourable Monsieur

Sullivan.—1.

So it was resolved in the affirmative, and it was

Ordered accordingly.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Thursday next.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

*(In the Committee.)*

Title read and postponed.

First section read and agreed to.

Second section read and amended by adding at the end thereof after the word "abandon" the following words: "and only after notice of such abandonment has been posted up for at least a week in the office of the mining recorder."

Third section read and postponed.

Fourth section read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Baker, from the said Committee, reported that they had gone through the said Bill, made some progress therein, and asked leave to sit again.

Ordered, That the said Committee have leave to sit again to-morrow.

The Order of the Day being read for the consideration of amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (WV) intituled: "An Act to incorporate the Port Arthur Power and Development Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (128) intituled: "An Act respecting the Winnipeg Terminals of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Coffey, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents of Canada, or retiring allowance in any form.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until to-morrow.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (143) intituled: "An Act to amend the Immigration Act."

*(In the Committee.)*

Section three reconsidered and agreed to.

Section four read and agreed to.

---

Schedule read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered. That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (Z) intituled: "An Act to incorporate the St. Leon Railway Company,"

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to Bill (JJ) intituled: "An Act respecting the Ontario, Hudson's Bay and Western Railways Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (II) intituled: "An Act respecting the Manitoulin and North Shore Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (KK) intituled: "An Act to incorporate the Abitibi and Hudson Bay Railway Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to Bill (FF) intituled: "An Act respecting the Algoma Central and Hudson's Bay Railway Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (AAA) intituled: "An Act to amend the Inspection and Sale Act," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (33) intituled: "An Act respecting the inspection of Meats and Canned Foods," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (60) intituled: "An Act to regulate the exportation of electric power and certain liquids and gases," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (S) intituled: "An Act respecting the Accident and Guarantee Company of Canada and to change its name to 'The Royal Accident and Guarantee Company of Canada,'" and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—  
Page 1, line 11.—Leave out "Royal" and insert "Sterling."

*In the Title.*

Leave out "Royal" and insert "Sterling."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk, to return the Bill (L) intituled: "An Act respecting the Traders' Fire Insurance Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 43.—After "directors" insert "a majority of whom shall be a quorum."

Page 3, line 34.—Leave out subsection 2.

Page 3, line 44.—Leave out "ten" and insert "fifty."

Page 4, line 4.—Leave out "four" and insert "five."

Page 4, line 4.—Leave out "ten" and insert "fifteen."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (148) intituled: "An Act to amend Schedule A to the Revised Statutes, 1906," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Thursday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned.



Wednesday, 17th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	De Veber,	McDonald	Ross (Middlesex),
Baker,	Domville,	(Cape Breton),	Ross (Halifax),
Beith,	Douglas,	McGregor,	Ross (Moosejaw),
Bernier,	Ellis,	McHugh,	Roy,
Bolduc,	Ferguson,	McKay (Truro),	Scott,
Boucherville, de	Fiset,	McLaren,	Sullivan,
(C.M.G.),	Frost,	McMillan,	Talbot,
Bowell	Gibson,	McMullen,	Tessier,
(Sir Mackenzie),	Gillmor,	Merner,	Thibaudeau
Carling	Godbout,	Miller,	(de la Vallière),
(Sir John),	Jones,	Mitchell,	Thibaudeau
Cartwright	Landry,	Montplaisir,	(Rigaud),
(Sir Richard).	Legris,	Owens,	Thompson,
Coffey,	Lougheed,	Perley,	Watson,
Comeau,	Lovitt,	Poirier,	Wilson,
Costigan,	Macdonald	Power,	Wood,
David,	(Victoria),	Riley,	Yeo,
Davis,	MacKeen,	Robertson,	Young.
Dessaulles,			

PRAYERS.

The Honourable Mr. Davis, from the Select Committee appointed to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, presented their Second Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

TUESDAY, 16th April, 1907.

The Select Committee appointed to inquire and report from time to time as to the value of that portion of the Dominion lying north of the Saskatchewan watershed and east of the Rocky Mountains, comprising the northern parts of the Provinces of Alberta and Saskatchewan, and the Mackenzie Territory, and the extent of navigable waters, rivers, lakes and sea coast contained therein; and also to similarly inquire and report from time to time as to the value of the portions of the Dominion west and east of Hudson Bay, including the Territories of Keewatin and Ungava, and the extent of navigable waters, rivers, lakes and sea coast contained therein, have the honour to submit their Second Report, as follows:—

Your Committee, in accordance with the authority delegated to it, sent for persons, papers and records bearing upon the subjects submitted for its consideration, and examined a number of gentlemen possessing special knowledge, through personal experience or otherwise, of the regions named as the special subject of inquiry.

It was decided before proceeding to the hearing of evidence, to, as far as possible, conduct the examination of witnesses according to a uniform system, and a schedule of subjects, in the following order, was decided upon:—

1. Agriculture.
2. Forestry.
3. Fisheries.
4. Minerals.
5. Climate.
6. Settlements.
7. Means of Communication.

The inquiry was not entirely confined to these subjects, much important information being obtained as to the geographical and physical features of the regions in question, the game to be found therein, the fur trade, &c.; but the preceding schedule served its purpose, broadly, as a guide in the conduct of the inquiry.

The shorthand report of the evidence thus obtained is submitted herewith, and your Committee has the honour to recommend that after the said Report of the evidence has been carefully edited, and to some extent condensed, the evidence being transposed from the form of questions and answers into that of direct narration, it be printed.

Your Committee desires to acknowledge the courtesy of all those gentlemen who have given oral evidence or in any other way assisted in the work of this inquiry.

Your Committee has the honour to very briefly draw attention to some of the important information regarding the resources of the Dominion's vast reserves of territory in the northeast and northwest obtained as a result of their investigations.

As to the Territory of Ungava, in the far northeast of the Dominion, the evidence given before your Committee tends to show that although there is some fairly good soil in the middle of the Labrador peninsula, and although vegetables are successfully grown at East Main River, Hamilton Inlet and other places, the climate is considered too cold for successful agriculture. The principal forest areas of the Labrador peninsula, and they appear to be extensive and very valuable, are in the Province of Quebec, but in Ungava the forest wealth, apart from large quantities of pulpwood, is confined almost wholly to the river valleys and the edges of the lakes. There are numerous magnificent water-powers, while the fisheries both inland and coast, but particularly the former, are susceptible of extensive development. Attention was particularly drawn in the evidence to the necessity of providing for the protection of the walrus in the Hudson Bay and Straits, as owing to the present wasteful method of conducting the walrus fishing industry three out of every four walruses killed are lost.

The mineral wealth of Ungava was shown to include lead, copper, mica, asbestos and iron. Southeast of Ungava Bay a belt of iron-bearing rock, probably 100 miles long and 200 to 300 miles wide was described, and the opinion expressed that in the future Labrador will furnish a large supply of our iron.

The fur-bearing animals of Ungava would appear to constitute a valuable asset of the Dominion, the evidence taken by your Committee tending to show that the best skins in the world, including marten, foxes, otters, mink, black bear and white bear, are obtained in Labrador.

Attention was drawn in the evidence to the deterrent effect upon the development of the country, particularly in connection with the great forest areas in the vicinity of Hamilton Inlet, of the uncertainty as to the exact extent of the jurisdiction of the Colony of Newfoundland from the Atlantic coast inland. Your Committee would respectfully draw the attention of the Members of the Government in this House to this subject.

As to the vast region west of Hudson Bay and James Bay, it appears most natural to consider it in two divisions, one comprising the Territory of Keewatin, immediately bordering upon the great sheets of water just named; the second division extending from the western boundary of Keewatin to the Rocky Mountains, and including the northern portions of the Provinces of Alberta and Saskatchewan, the triangular portion of British Columbia east of the Rocky Mountains, and the great northern Territory of Mackenzie.

#### TERRITORY OF KEEWATIN.

The evidence goes to show that there are some considerable sections in the southern and western portions of Keewatin that promise to be of agricultural value, the climate there being fairly good for settlement, and summer frosts rare.

According to the evidence given before your Committee, there is north of Lake Winnipeg an area of from 5,000 to 10,000 square miles of country adapted to agriculture. Wheat has been grown successfully as far north as Norway House.

The inland fisheries of Keewatin are exceedingly valuable, while the mineral deposits are very promising. The Huronian rocks which occur at intervals carry good indications of minerals—copper, pyrites and different sulphides of that kind. Between Chesterfield and Fullerton there are deposits of iron pyrites, and some of these contain small deposits of gold. Those rocks have not been properly prospected, neither has a large area, near Front Lake, of norite rock, similar to those formations in which the nickel deposits of Sudbury occur.

#### THE GREAT MACKENZIE BASIN.

As to the vast region north of the Saskatchewan Valley and west of Keewatin, which may be broadly described as the Great Mackenzie Basin, thoroughly authentic and well substantiated evidence shows that that country is very much more valuable than was at one time supposed, and is capable of sustaining a very large and prosperous population. The settlements in this distant region, while, in comparison with its vast area, insignificant in number and extent, are important, as demonstrating practically and unquestionably the great possibilities of this territory as an agricultural and industrial country, and also as emphasizing the importance of exploring and surveying such areas as are likely to first attract the stream of settlement which is bound to set in before long.

According to one witness, who has had exceptional opportunities for familiarizing himself with the country and its resources, there is in the Peace River section of this country as much good agricultural land fit for settlement, and yet unsettled, as there is settled in Manitoba, Saskatchewan and Alberta to-day.

Mr. W. F. Bredin, Member of the Alberta Legislative Assembly, who resides at Lesser Slave Lake, and was examined before your Committee, after a careful computation, estimates the area of agricultural lands available in the unorganized territory of Mackenzie and in northern Alberta, say north of the 55th parallel of latitude, at not less than one hundred million acres.

At Fort Providence, latitude 62°30', about 400 miles north of Edmonton, splendid crops of excellent wheat, barley, oats, peas, and other vegetables are raised, while as far north as Fort Good Hope, within fourteen miles of the Arctic Circle, or latitude 66°16', some 970 miles farther north than the City of Edmonton, cabbages, onions, and other garden vegetables are raised.

The evidence goes to show that the comparative shortness of the summers in the northern regions is compensated for by the extreme summer heat and the length of the period of sunshine in the summer days.

The basin of the Athabasca River is declared to include much good soil, but being of higher altitude than the more northern region, the climate is somewhat precarious,

and this particular district is believed to be better suited for ranching than for grain-raising. The ranching industry, in a comparatively small way, has already been inaugurated.

The various sections of the Mackenzie Basin possess great forest wealth, the spruce areas in the north extending to the Arctic Sea.

The rivers and lakes of this region teem with fish of various kinds, and doubtless the inauguration of an important fishing industry depends upon the provision of a market by the opening up of communications or the influx of population.

There is an abundance of game, including an uncertain number of herds, of equally uncertain numerical strength, of the wood buffalo. These useful animals, being protected by law from injury by man, would probably increase in number but for the depredations of the timber wolves, which are declared by all having any experience of the matter, to kill off the buffalo calves as fast as the animals breed. The witnesses examined before your Committee, without exception, suggest a considerable increase of the bounty offered for the destruction of wolves, and your Committee strongly endorses the suggestion.

The mineral wealth of this region is undoubtedly considerable, including deposits of coal, oil, copper, silver, gold, native salt, sulphur, ochre, sand suitable for glass making, tar sands, &c., &c. The large area of oil sands, oil gum, or "asphaltum," as it is sometimes called, along the Athabasca, promises to be of great commercial value, and prospectors are now engaged, with costly equipments, exploring that neighbourhood for oil. It would appear that in view of the uncertainty as to the exact character of these deposits they demand the attention of the officers of the Government for the purpose of devising regulations for the security and proper exploitation of what appears to be a valuable national asset.

Although in the north the thermometer in the winter season registers low temperatures, the cold is much more bearable than far higher temperatures in countries where there is humidity in the atmosphere. There is said to be little or no difference between the climate at Lesser Slave Lake and that at Edmonton, 250 miles to the south. The Chinook winds blow as far north as Fort Providence, and for twenty-one days during last January it was not necessary to wear overcoats there. West of Peace River Crossing stockmen require to feed their cattle about seven weeks in the winter. East of that the snow is deeper, and cattle have to be fed a little longer. At Fort St. John, on the Peace River, they often sow wheat in March, and invariably in April.

Last year at the same place they began cutting the wheat on the last day of July.

Although, on account of the lack of means of communication, and the existence of considerable areas of unsettled land in the organized provinces to the south and east there is as yet no great influx of immigration, settlers have been going into the Mackenzie Basin country every year, particularly to the Athabasca district, and the few widely-scattered and small settlements are steadily, if slowly, increasing, while new settlements are being gradually established.

As to means of communication with the outside world, those living in this part of the Dominion look forward hopefully to the extension of railway facilities to give their products a route of exportation to the markets of the world. And the construction of railways northwards from the Saskatchewan Valley is being anticipated. The evidence also shows that the pioneer settlers consider that it would be of vast advantage to this region if direct rail communication with Hudson Bay could be provided and the practicability of the Hudson Bay water route to Europe established. In view of the importance attached by the people of this far western country to the subject of the proposed Hudson Bay route, your Committee devoted considerable time to its investigation, and heard much very important evidence bearing thereon, details of which will be found in the evidence submitted herewith. There is an admirable natural harbour, susceptible of improvement, at Churchill, at the mouth of the Churchill River.

The evidence taken before your Committee demonstrated forcibly the great extent and possibilities of the inland waterways of the Mackenzie Basin. There have been a

few steamboats plying successfully for years on the longer stretches of the Mackenzie, the Peace, the Liard and the Athabasca rivers, and also on Lake Athabasca and Great Slave Lake. The striking fact was elicited that by the construction of two tramways of an aggregate length of about 20 miles, a continuous water and rail route of 3,000 miles of uninterrupted communication, the longest inland water route in the world, can be provided. The matter might well be made the subject of official examination.

RECOMMENDATIONS.

Your Committee has the honour to submit the following conclusions for the consideration of the Government:—

(1) That an effort should be made to settle as early as practicable the disputed boundary between Canada and Newfoundland on the eastern coast of Labrador.

(2) That the construction of a railway connecting existing railways with Fort Churchill, on Hudson Bay, would open up a large tract of land well fitted for settlement, as well as afford an additional outlet for the products of the west, and where settlements are now being made.

(3) That, in order the more thoroughly to determine the resources of the cultivable land of this district, and its forest and mineral wealth, exploring parties be appointed composed of men qualified to report as to the geological formations, the quality of the soil and its natural productiveness, the extent and value of the timber lands, and the navigability of the various watercourses which intersect this district.

Your Committee has the honour to draw attention to the fact that it appears that wheat and other cereals ripen as far north as Fort Providence, latitude 61°30', some 600 miles north of Edmonton. But, as travel in this region is confined to the main waterways, and settlement also clings to the main lakes and rivers, knowledge of the country is limited to comparatively narrow strips of territory, and consequently the information furnished your Committee is incomplete as to the exact extent of the wheat-bearing belt in the Peace River and Mackenzie River Basins. Moreover, it was not clearly established whether the arable quality of the lands throughout the whole extent of these two river-basins was uniform, as the evidence, for the reasons given, covered but a small part of the territory in question.

All which is respectfully submitted.

THOMAS OSBORNE DAVIS,  
*Chairman.*

*(For evidence, &c., see Appendix No. 1 to the Senate Journals.)*

On motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson, it was

Ordered, That the said Report be taken into consideration by the Senate on Monday next.

The Honourable Mr. Watson, from the Standing Committee on Internal Economy and Contingent Accounts, presented their Third Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

WEDNESDAY, 17th April, 1907.

The Committee on Internal Economy and Contingent Accounts beg leave to make their Third Report, as follows:—

1. Your Committee recommend that the services of Harold D. Gilman, page, be dispensed with from the close of the present session, he having attained the age limit,

and that Henry Macdonald be appointed to fill the vacancy, his employment to begin at the opening of the next session of Parliament.

2. Your Committee recommend that the salary of each member of the permanent staff named in the schedule to the Third Report of your Committee, presented on the sixth day of July, 1906, and adopted on the seventh day of the same month, be increased fifty dollars; the said increase to date on and from the first day of April, 1907.

3. Your Committee recommend that the salary of Mr. Edward Ashe, Speaker's messenger, be increased from \$800 to \$850.

4. Your Committee recommend that the Clerk of the Senate be authorized to purchase one hundred volumes of Currier's Concordance to the Railway Act, at \$3.50 a volume.

All which is respectfully submitted.

ROBT. WATSON,  
*Chairman.*

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Report be taken into consideration by the Senate tomorrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (81) intituled: "An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (90) intituled: "An Act respecting the Atlantic, Quebec and Western Railway Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (93) intituled: "An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A Return to an Address of the Senate dated the 27th February, 1907, asking for a statement showing:—

1. How many men are now or have been employed on the Government steamer *Montcalm*, giving the name of each, the date of his employment, the nature of his duties, the amount of his remuneration, and stating in each case whether the employment has been permanent or temporary.

2. What service or services has the said steamer been engaged in, since her construction. If there have been different services the statement to show definitely the time devoted to each service.

3. At what places in the St. Lawrence or elsewhere has the said steamer operated in ice-breaking, and to what extent has such operation resulted in opening passages for ordinary shipping.

4. What has been the total cost of maintenance of said steamer, including wages, fuel, repairs, board of crew, and other expenses, from the time she commenced service (the date to be stated) up to the 25th instant.

5. And showing the tonnage, horse-power, and original cost of said steamer.

Ordered, That the same do lie on the Table, and it is as follows:—

(*Vide Sessional Papers, No. 205a.*)

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The Order of the Day being read for the third reading of the Bill (YY) intituled: "An Act respecting the Erie Ontario Power Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order of the Day.

Pursuant to the Order of the Day, the Bill (128) intituled: "An Act respecting the Winnipeg Terminals of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (143) intituled: "An Act to amend the Immigration Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until Wednesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Report of the Standing Committee on Railways, Telegraphs and Harbours on Bill (VV) intituled: "An Act to incorporate the International Canal and Power Company."

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for the second reading of the Bill (127) intituled: "An Act to amend the Adulteration Act."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until to-morrow.

The Order of the Day being read for again putting the House into a Committee of the Whole on the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Har-

bours to the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company."

The Honourable Mr. Ellis moved, seconded by the Honourable Mr. Power, That the said amendments be agreed to.

The question of concurrence being put thereon, the same was, on a division, resolved in the affirmative.

The Honourable Mr. Young moved, seconded by the Honourable Mr. Watson, That Rule 24*b* of the Senate be dispensed with in so far as it relates to the said Bill.

With leave of the Senate the said motion was withdrawn.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Bill be read a third time to-morrow.

The Order of the Day being read for resuming the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents of Canada, or retiring allowance in any form.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be postponed until to-morrow, and that it be the first Order after third readings.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (L) intituled: "An Act respecting the Traders' Fire Insurance Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (S) intituled: "An Act respecting the Accident and Guarantee Company of Canada," and to change its name to the "Royal Accident and Guarantee Company of Canada."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Fiset, it was

Ordered, That the said amendments be agreed to, and that the title be "The Sterling Accident and Guarantee Company of Canada."

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 14.—After "as" leave out "one million" and insert "five hundred thousand."

Page 2, line 15.—After "subscribed" insert "and ten per cent of that amount has been paid into some chartered bank in Canada."



Page 2, line 31.—After “proxy” insert “representing a shareholder.”

Page 2, line 33.—Leave out “first” and insert “third.”

Page 2, line 43.—After “proxy” insert “representing a policy-holder.”

Page 3, line 6.—Leave out “seven” and insert “a majority.”

Page 3, line 38.—Leave out “sums” and insert “sum.”

Page 3, line 39.—Leave out “sums” and insert “sum.”

Page 3, line 41.—Leave out after “occur” all the words to the end of the section and insert the following words and subsections:—“or the extended insurance for a term proportionate to such cash surrender value.”

“2. The sum so ascertained and the duration for which insurance may be extended, based upon the assumption that the policy is not subject to any lien by way of loan or otherwise, shall be inserted in the policy and form a part of the contract between the Company and the insured.”

“3. In the event of the policy being subject to any such lien when default is made in payment of a premium as aforesaid, such lien shall be taken into account in fixing the cash surrender value and the paid-up or commuted policy herein referred to.”

“4. Until the policy-holder elects to accept such cash surrender value or such paid-up and commuted policy, such cash surrender value shall be applied by the Company to maintain the policy in force at its full face value until the whole of the surrender value is exhausted.”

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be taken into consideration by the Senate tomorrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Thursday, 18th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Davis,	Lovitt,	Riley,
Baker,	Dessaulles,	Macdonald	Robertson,
Beith,	De Veber,	(Victoria),	Ross (Middlesex),
Béique,	Domville,	Mackay (Alma),	Ross (Halifax),
Bernier,	Douglas,	MacKeen,	Roy,
Boucherville, de	Drummond	McGregor,	Scott,
(C.M.G.),	(Sir George),	McHugh,	Sullivan,
Bowell	Ellis,	McKay (Truro),	Talbot,
(Sir Mackenzie),	Ferguson,	McLaren,	Tessier,
Carling	Fiset,	McMullen,	Thibaudeau
(Sir John),	Frost,	Merner,	(Rigaud),
Cartwright	Gibson,	Miller,	Thompson,
(Sir Richard),	Godbout,	Montplaisir,	Watson,
Cloran,	Jones,	Owens,	Wilson,
Coffey,	Landry,	Perley,	Wood,
Comeau,	Legris,	Poirier,	Yeo,
Costigan,	Lougheed,	Power,	Young.
David,			

PRAYERS.

The Honourable Sir George Drummond, from the Standing Committee on Banking and Commerce, to whom was referred the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company," presented the following Report:—

THE SENATE,

COMMITTEE ROOM No. 8,

THURSDAY, April 18th, 1907.

The Standing Committee on Banking and Commerce, to whom was referred the Bill (SS) intituled: "An Act to amend an Act respecting the Canadian Assessment Policy-holders in the Mutual Reserve Life Insurance Company," have, in obedience to the order of reference of 4th April instant, examined the said Bill, and now beg leave to report as follows:—

1. Your Committee have heard the Honourable Mr. Domville, by whom the Bill was introduced, the Superintendent of Insurance, and counsel on behalf of the Mutual Reserve Life Insurance Company.

2. At the request of the Honourable Mr. Domville, and in view of the probability that a revision of the Insurance Act will be considered at the next session of Parliament, your Committee recommend that leave be given to withdraw the Bill.

All which is respectfully submitted.

GEO. A. DRUMMOND,

*Chairman.*

The Honourable Mr. Landry raised a point of order, That the time for receiving reports from Standing Committees has expired.

His Honour the Speaker ruled that the point of order was well taken.

The Honourable Mr. Beique moved, seconded by the Honourable Mr. David,

That the fee paid on Bill (H) intituled: "An Act respecting the Quebec, Montreal and Southern Railway Company," be refunded to the promoters of the Bill, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Young moved, seconded by the Honourable Mr. David.

That Rule 110 be suspended to the end of the session in so far as it relates to the report of any Standing or Special Committee on a Private Bill, and that leave be given the said Committee to sit and report from time to time to the end of the session.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Order of the Day being read for the third reading of the Bill (YY) intituled: "An Act respecting the Erie Ontario Power Company."

The Honourable Mr. Power moved, seconded by the Honourable Mr. Ellis,

That the said Bill be now read a third time.

With leave of the Senate,

The Honourable Mr. McHugh moved in amendment, seconded by the Honourable Mr. Jones,

That the said Bill be not now read a third time, but that it be amended by adding the following as Section 3:—

"3. Provided also that the works of the Company shall in no way interfere with or diminish the powers and privileges of the Jordan Erie Power Company as set forth in the charter of the Erie and Ontario Development Company, Limited, dated 25th November, 1903, without the consent of the Jordan Erie Power Company."

The question of concurrence being put on the motion in amendment, the same was resolved in the affirmative.

The question of concurrence being then put on the main motion, as amended, the same was resolved in the affirmative.

And the said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (WW) intituled: "An Act to incorporate the Port Arthur Power and Development Company," was, on a division, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, to which they desire their concurrence.

The Order of the Day being read for the consideration of the Message from the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of

the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures; and requesting the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until Monday next.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion of the Honourable Mr. McMullen: That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all correspondence in the hands of the Government, or any department thereof, on the question of old age pensions to aged residents in Canada, or retiring allowances in any form.

After further Debate,

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

The Order of the Day being read for the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (4) intitled: "An Act in further amendment of the Railway Act, 1903."

The Honourable Mr. Gibson moved, seconded by the Honourable Mr. Watson,

That the said amendments be agreed to.

The Honourable Mr. Ferguson moved in amendment, seconded by the Honourable Mr. Wilson,

That the amendments be not now agreed to, but that the Bill be committed to a Committee of the Whole presently.

The question of concurrence being put on the motion in amendment,

The House divided, and the names being called, they were taken down as follows:—

#### CONTENTS:

##### The Honourable Messieurs

Baird,	Comeau,	Ferguson,	Robertson,
Béique,	David,	Landry,	Ross (Halifax),
Beith,	Davis,	Macdonald (Victoria),	Ross (Middlesex),
Bernier,	Douglas,	McKay (Truro),	Talbot, and
Boucherville, de	Dessaulles,	Montplaisir,	Wilson.—23.
Coffey,	Ellis,	Owens,	

#### NON-CONTENTS:

##### The Honourable Messieurs

Baker,	Costigan,	Lovitt,	Tessier,
Bowell	DeVeber,	MacKee,	Thompson,
(Sir Mackenzie),	Domville,	McHugh,	Watson,
Carling (Sir John),	Fiset,	Perley,	Wood,
Cartwright	Gibson,	Power,	Yeo, and
(Sir Richard),	Jones,	Riley.	Young.—25.
Cloran,	Lougheed,	Sullivan,	

So it was resolved in the negative, and it was

Then on motion of the Honourable Mr. Davis, seconded by the Honourable Mr. Wilson,

Ordered, That the said Debate be adjourned until to-morrow.

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A Message was brought from the House of Commons by their Clerk with a Bill (51) intituled: "An Act to readjust the Representation of the Provinces of Saskatchewan and Alberta in the House of Commons, and to amend the Representation Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk to return the Bill (3) intituled: "An Act in amendment of the Railway Act, 1903," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the (UU) intituled: "An Act to amend the Gold and Silver Marking Act," and to acquaint the Senate that they have passed the said Bill with an amendment, to which they desire the concurrence of the Senate.

The said amendment was then read by the Clerk, and it is as follows:—

Page 1, line 3.—Leave out Section 1 and insert the following in lieu thereof:—

"1. Section 2, of Chapter 90 of the Revised Statutes, 1906, respecting the sale and marking of manufacturers of gold and silver, is repealed and the following Section is substituted therefor:—

"2. This Act shall come into force on the thirteenth day of March, one thousand nine hundred and eight."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendment be taken into consideration by the Senate tomorrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned.

Friday, 19th April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baird,	Comeau,	Lougheed,	Ross (Middlesex),
Baker,	Costigan,	Lovitt,	Ross (Halifax),
Beith,	Davis,	Macdonald	Roy,
Béique,	Dessaulles,	(Victoria),	Scott,
Bernier,	De Veber,	MacKeen,	Sullivan,
Boucherville, de	Domville,	McHugh,	Tessier,
(C.M.G.),	Ellis,	McKay (Truro),	Thibaudeau
Bowell	Ferguson,	Miller,	(de la Vallière),
(Sir Mackenzie),	Fiset,	Montplaisir,	Thompson,
Carling	Frost,	Owens,	Watson,
(Sir John),	Gibson,	Perley,	Wilson,
Cartwright	Gillmor,	Poirier,	Wood,
(Sir Richard),	Godbout,	Power,	Yeo,
Cloran,	Jones,	Riley,	Young.
Coffey,	Landry,	Robertson,	

PRAYERS.

The Honourable Mr. Béique, from the Standing Committee on Debates and Reporting, presented the following Report:—

Ordered, That it be received and the same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 19th April, 1907.

The Standing Committee on Debates and Reporting have the honour to report as follows:—

Your Committee would point out to your Honourable House that at present for reporting the Debates of the Senate there is,—

1. An advance daily issue of 125 copies of "unrevised" debates for the purpose of allowing corrections to be made by Senators for the next issue.
2. A daily revised edition issued some days later than number 1.
3. The book form as finally corrected (time of getting out indefinite.)

Your Committee recommend that the practice obtaining in the House of Commons be adopted, which will call for an advance daily unrevised issue of 125 copies and a revised edition in book form, to be gotten out as promptly as possible for distribution to Senators, members of the House of Commons and the public generally; the same facilities to be given Senators as is now given to members of the House of Commons in getting advance copies of their speeches in galley form.

Your Committee recommend that the Messieurs Holland Brothers, the reporters of the Debates of the Senate, be allowed for the present Session eight thousand

dollars (\$8,000) instead of the present contract price, this to cover the reporting of Divorce and other Committees.

Your Committee recommend that Mr. A. B. Hannay be appointed for the next Session of Parliament, upon the reporting staff of the Senate, to be paid at the rate of forty dollars (\$40) per week, with the understanding, however, that his services may be dispensed with at any time during the Session upon one week's notice given to him.

His services to be: To attend Standing and Special Committees of the Senate, and prepare a concise synoptical report of the discussion and proceedings in each of them; and have the same placed in the hands of the press reporters (newspaper correspondents) for early use. *c/*

Also to prepare a concise synopsis of the Debates of the Senate, during the progress of the Debate, and have the same ready to be handed to the press reporters not later than one hour after the rising of the Senate, in the afternoon. In case the Senate should sit in the evening, then the said synopsis of the evening Debate shall be delivered to the press reporters not later than one hour after the rising of the Senate.

Also, that he may have a seat at the Table or as may be arranged between His Honour the Speaker and the Chairman of the Committee.

All which is respectfully submitted.

F. L. BEIQUE,  
*Chairman.*

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration by the Senate on Tuesday next.

Pursuant to the Order of the Day, the Bill (148) intituled: "An Act to amend Schedule A to the Revised Statutes, 1906," was read a second time.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power, That Rules 24*a* and 63 of the Senate be suspended in so far as they relate to the said Bill.

With leave of the Senate,

The said motion was withdrawn.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

The Order of the Day being read for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the said Bill be now read a second time.

After Debate,

On motion of the Honourable Mr. Lougheed, seconded by the Honourable Mr. Macdonald (Victoria), it was

Ordered, That the Debate on the said motion be adjourned until Monday next.

Pursuant to the Order of the Day, the Bill (127) intituled: "An Act to amend the Adulteration Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Monday next.

The Order of the Day being read for putting the House again in Committee of the Whole on the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the same be postponed until Monday next.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until Monday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (AA) intituled: "An Act to incorporate the Ottawa Life Insurance Company."

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Fourth Report of the Joint Committee of both Houses on the Printing of Parliament.

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Power, it was

Ordered, That the said Report be adopted.

The Order of the Day being read for resuming the adjourned Debate on the consideration of the amendments made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903."

On motion of the Honourable Mr. Baird, seconded by the Honourable Mr. McKay (Truro), it was

Ordered, That the same be postponed until Tuesday next.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the House of Commons to the Bill (UU) intituled: "An Act to amend the Gold and Silver Marking Act."

On motion of the Honourable Mr. Gibson, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendment be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendment made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (145) intituled: "An Act to amend the Criminal Code," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Tuesday next.



A Message was brought from the House of Commons by their Clerk, with a Bill (147) intituled: "An Act to amend the Winding-up Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time on Monday next.

A Message was brought from the House of Commons by their Clerk, with a Bill (161) intituled: "An Act to amend the Act of the present Session incorporating the Residential Fire Insurance Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be read a second time on Tuesday next.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

THURSDAY, 18th April, 1907.

Resolved, That a Message be sent to the Senate requesting that their Honours will be pleased to return to this House for further consideration, the Address to His Most Excellent Majesty the King, which was adopted by the House of Commons on the 25th March last, and which was transmitted to the Senate on the 4th day of April instant, for their Honours' concurrence.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Message be taken into consideration by the Senate on Monday next.

The Honourable Mr. Young, from the Standing Committee on Standing Orders, presented their Twenty-eighth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

FRIDAY, 18th April, 1907.

The Standing Committee on Standing Orders, have the honour to make their Twenty-eighth Report.

Your Committee, to whom was referred on the 20th February last the following Order of the Senate:—

That the Committee on Standing Orders be instructed to consider the desirability of assimilating the Rules of the Senate with respect to Private Bills and Petitions relating thereto, to those of the House of Commons, and, if they think such assimilation desirable, to report such amendments to the Rules of the Senate as may be necessary to bring it about.

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Beg leave to report that they have taken the foregoing Order, referred to them, into consideration, and inasmuch as the present Rules of the House of Commons have only been in operation for this Session, and as there is a probability of their being amended, your Committee do not deem it advisable to recommend any changes in the Senate Rules respecting Private Bills during the present Session.

All which is respectfully submitted.

FINLAY M. YOUNG,  
*Chairman.*

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Report be taken into consideration by the Senate on Monday next.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until Monday next at three o'clock in the afternoon.

Monday, 22nd April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs .

Baker,	Coffey,	Lovitt,	Robertson,
Beith,	Comeau,	Macdonald	Ross (Halifax),
Béique,	Costigan,	(Victoria),	Scott,
Bernier,	Davis,	McGregor,	Sullivan,
Bolduc,	Dessaulles,	McKay (Truro),	Talbot,
Bostock,	De Veber,	McLaren,	Thibaudeau
Boucherville, de	Domville,	McMillan,	(de la Vallière),
(C.M.G.),	Ellis,	McMullen,	Thibaudeau
Bowell	Ferguson,	Merner,	(Rigaud),
(Sir Mackenzie),	Fiset,	Miller,	Thompson,
Carling	Frost,	Owens,	Watson,
(Sir John),	Gillmor,	Perley,	Wood,
Cartwright	Godbout,	Poirier,	Yeo,
(Sir Richard),	Landry,	Power,	Young.
Cloran,	Lougheed,	Riley,	

PRAYERS.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The following Extracts from Reports of the Committee of the Privy Council, approved by the Governor General on the 26th May, and 5th July, 1906, in pursuance of Section 8 of "The Yukon Territory Act."

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers No. 220.)*

The Order of the Day being read for the consideration of the Message of the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures; and requesting the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be discharged from the Orders of the Day.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright,

That the request sent up from the House of Commons for the return to that House of the Address to His Majesty the King, on the subject of the increased sub-

sidies to the Provinces, be forthwith agreed to and that the said address be returned to the House of Commons.

After Debate,

The Honourable Mr. Ferguson raised the point of order: That this Message is an unusual one and contrary to all known Parliamentary procedure inasmuch as it does not state that any error has been made in the Address in question nor give any reason for the request.

His Honour the Speaker ruled, That as there is no particular formula laid down in the Rules of the Senate or in practice, for the drafting of a Message to be sent by one House to the other for the return of an Address such as the one in question, the point of order is not well taken.

The Honourable Mr. Ferguson raised a second point of order, to wit: That under Rule 70 of the Senate no proceeding can be taken upon this Message which involves a public burden, in the absence of a declaration by the Government that the Address referred to in said motion, had been recommended by a Message from His Excellency the Governor General.

His Honour the Speaker ruled that this point of order is not well taken because the motion has not for its object the taking into consideration of the Address referred to in said Message.

Then the question of concurrence being put on the motion, the same was resolved in the affirmative, and

Ordered, That a Message be carried to the House of Commons by one of the Masters in Chancery, returning to that House for further consideration the Address to His Most Excellent Majesty the King, which was adopted by that House on the 25th March last, and which was transmitted to the Senate on the 4th April instant.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Second Report of the Select Committee appointed to inquire on the value of that part of the Dominion lying north of the Saskatchewan Watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories.

On motion of the Honourable Mr. Coffey, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (51) intituled: "An Act to readjust the Representation of the Provinces of Saskatchewan and Alberta in the House of Commons, and to amend the Representation Act," was read a second time.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

After further Debate.

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the said Debate be adjourned until to-morrow.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (127) intituled: "An Act to amend the Adulteration Act."

*(In the Committee.)*

After some time the House resumed, and

The Honourable Mr. Ellis, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

The House, according to Order, was adjourned during pleasure and again put into a Committee of the Whole on the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

*(In the Committee.)*

Third section again considered and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. McKay (Truro), from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said amendment be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

The Order of the Day being read for the consideration of the Second Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the same be postponed until to-morrow.

Pursuant to the Order of the Day, the Bill (147) intituled: "An Act to amend the Winding-up Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Twenty-eighth Report of the Standing Committee on Standing Orders.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said Report be adopted.

A Message was brought from the House of Commons by their Clerk, with a Bill (113) intituled: "An Act to amend the Post Office Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the Rule 23f be suspended in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time to-morrow.

A Message was brought from the House of Commons by their Clerk, to return the Bill (XX) intituled: "An Act respecting a certain Patent of Philip J. Green, Melvin Hunt and John D. McMurrich," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (CCC) intituled: "An Act for the relief of Victor Harold Lyon," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (EEE) intituled: "An Act for the relief of Arthur Leon McPherson," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (X) intituled: "An Act to incorporate the Rock Life Assurance Company of Canada, and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 17.—Leave out "first" and insert "second."

Page 2, line 26.—Leave out "seven" and insert "a majority."

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Sullivan, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (PP) intituled: "An Act to incorporate the Live Stock Insurance Company of Canada, Limited," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 10.—Leave out "Live Stock" and insert "General Animals."

Page 1, line 11.—Leave out "Limited."

*In the Title.*

Leave out "Live Stock" and insert "General Animals."

On motion of the Honourable Mr. David, seconded by the Honourable Mr. Young, it was

Ordered, That the said amendments be agreed to, and that the title be "An Act to incorporate the General Animals Insurance Company of Canada, Limited."

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, in the following words:—

---

HOUSE OF COMMONS,

FRIDAY, 19th April, 1907.

Resolved, That a Message be sent to the Senate to return to that House the evidence, &c., taken before the Standing Committee of the Senate to whom was referred the Petition of Arthur Leon McPherson, praying for a Bill of Divorce.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

FRIDAY, 19th April, 1907.

Resolved, That a Message be sent to the Senate to return to that House the evidence, &c., taken before the Standing Committee of the Senate to whom was referred the Petition of Victor Harold Lyon, praying for a Bill of Divorce.

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,  
The Senate adjourned.

Tuesday, 23rd April, 1907.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Comeau,	Landry,	Ross (Middlesex),
Beith,	Costigan,	Lougheed,	Ross (Halifax),
Béique,	David,	Lovitt,	Roy,
Bernier,	Davis,	Macdonald	Scott,
Bolduc,	Dessaulles,	(Victoria),	Sullivan,
Bostock,	De Veber,	McKay (Truro),	Talbot,
Boucherville, de	Domville,	McJaren,	Tessier,
(C.M.G.),	Ellis,	McMullen,	Thibaudeau
Bowell,	Ferguson,	Merner,	(de la Vallière),
(Sir Mackenzie),	Fiset,	Miller,	Thibaudeau
Carling	Forget,	Montplaisir,	(Rigaud),
(Sir John),	Frost,	Owens,	Thompson,
Cartwright	Gibson,	Perley,	Watson,
(Sir Richard),	Gillmor,	Poirier,	Wood,
Casgrain,	Godbout,	Power,	Yeo,
Cloran,	Jaffray,	Riley,	Young.
Coffey,	Kerr,	Robertson,	

PRAYERS.

The Honourable Mr. Watson, from the Standing Committee on Internal Economy and Contingent Accounts, presented their Fourth Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

COMMITTEE ROOM No. 8,

TUESDAY, April 23rd, 1907.

The Committee on Internal Economy and Contingent Accounts beg leave to make their Fourth Report, as follows:—

Your Committee recommend that Mr. A. R. F. Ralph, Reading-room Keeper, be granted three months' extra leave of absence; his duties to be discharged by Mr. E. Berubé during that time.

Your Committee recommend that Mrs. Bridget Egan and Miss Kate Kavanagh, sessional charwomen, be notified that their services will not be required after the present session, and that each of them be granted a gratuity equal to six months' pay.

All which is respectfully submitted.

ROBT. WATSON,

*Chairman.*

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Power, it was

Ordered, That the said Report be taken into consideration by the Senate to-morrow.



With leave of the Senate,

The Honourable Mr. Ellis moved, seconded by the Honourable Mr. Robertson,

That there be printed in one pamphlet, for public distribution, ten thousand copies of speeches delivered in the Senate during the present Session on the subject of "Old Age Pensions, Annuities, &c.," seven thousand copies in English and three thousand copies in French.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That when the Senate adjourns to-day it do stand adjourned until to-morrow, Wednesday morning, at 11 o'clock, to be a separate and distinct sitting until one o'clock, and so from day to day, including Saturday, until the end of the Session.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott moved, seconded by the Right Honourable Sir Richard Cartwright, the following Resolution:—

Resolved, That the Ordinance of the 26th May last, intituled: "An Ordinance respecting Liens in favour of Miners," and the Ordinance of the 7th July last, intituled: "An Ordinance respecting the disposal of water from streams and lakes in the Yukon Territory for the purpose of generating power, and for the control and management of the sale, transmission and use of such power," passed by the Governor in Council, under the authority of provisions which now comprise Section 16 of Chapter 63, R.S.C., 1906, and which previous to the coming into force of that Act comprised Subsection 1 of Section 8 of Chapter 6 of the Statutes of 1898, as that subsection was enacted by Section 3 of Chapter 34 of 2 Edward VII., copies of which Ordinances, as well as of the necessary Order in Council in each instance have been laid before this House, are approved by this House, in accordance with the provisions of Section 17 of the said Chapter 63.

With leave of the Senate the said motion was withdrawn.

Pursuant to the Order of the Day, the Bill (127) intituled: "An Act to amend the Adulteration Act," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act," was, as amended, read a third time.

The question was put whether this Bill as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (148) intituled: "An Act to amend Schedule A to the Revised Statutes, 1906."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Coffey, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the consideration of the amendment made by the Standing Committee on Railways, Telegraphs and Harbours to the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903."

After Debate,

The Honourable Mr. Landry raised the following point of Order:—

The Report recommends the leaving out of the only section contained in the Bill which is not an amendment, but an expanded negative; the object of the Bill is the substitution of another provision for Section 225 of the Railway Act, 1903, and the amendment recommended by the Report is only a negative of that provision, and involves a rejection of the Bill.

His Honour the Speaker ruled as follows: The Bill under review is a public Bill which was exceptionally referred to a Private Bills Committee. That Committee has reported to this House, which can deal with it directly or through its Committee of the Whole.

The Honourable Mr. Kerr moved in amendment, seconded by the Honourable Mr. Ellis,

That the Report of the Standing Committee on Railways, Telegraphs and Harbours to the Bill (4) intituled: "An Act in further amendment of the Railway Act, 1903," be not adopted, but that the consideration of the said Bill be referred back to the said Committee, with instructions to report the said Bill as it was referred to the said Committee.

The question of concurrence being put on the motion in amendment;

The House divided, and the names being called, they were taken down as follows:—

#### CONTENTS:

##### The Honourable Messieurs

Beith,	Ferguson,	Macdonald (Victoria),	Ross (Halifax), and
Comeau,	Jaffray,	McKay (Truro),	Ross
Davis,	Kerr,	McLaren,	(Middlesex).—14.
Ellis,	Landry,	Poirier,	

#### NON-CONTENTS:

##### The Honourable Messieurs

Baker,	Coffey,	Godbout,	Roy,
Béique,	Costigan,	Loughheed,	Sullivan,
Bolduc,	David,	Lovitt,	Thibaudeau
Bostock,	DeVeber,	McMullen,	(Rigaud),
Boucherville, de	Domville,	Merner,	Thompson,
Carling (Sir John),	Dessaulles,	Montplaisir,	Watson,
Cartwright	Fiset,	Perley,	Wood,
(Sir Richard),	Forget,	Power,	Yeo, and
Casgrain,	Frost,	Riley,	Young.—37.
Cloran,	Gibson,	Robertson,	

So it was resolved in the negative.

The question of concurrence being then put on the main motion, the same was, on the same division reversed, resolved in the affirmative, and

Ordered accordingly.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Report of the Standing Committee on the Debates and Reporting of the Senate.

On motion of the Honourable Mr. Béique, seconded by the Honourable Mr. David, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Bill (145) intituled: "An Act to amend the Criminal Code," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House tomorrow.

Pursuant to the Order of the Day, the Bill (161) intituled: "An Act to amend the Act of the present session incorporating the Residential Fire Insurance Company," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That Rules 24b, 63 and 129 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Ellis, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (51) intituled: "An Act to readjust the Representation of the Provinces of Saskatchewan and Alberta in the House of Commons, and to amend the Representation Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Bernier, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the Rules 24b and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be now read a third time.

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The Order of the Day being read for resuming the adjourned Debate on the motion for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

On motion of the Honourable Mr. Sullivan, seconded by the Honourable Sir Mackenzie Bowell, it was

Ordered, That the same be adjourned until to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Third Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Gibson, That the said Report be now adopted.

The Honourable Mr. Young moved in amendment, seconded by the Honourable Mr. Ellis,

That the said Report be not now adopted, but that it be amended by adding after the word "month" in the 3rd line of the 2nd paragraph, the following words: "in cases where such salary has not reached the maximum referred to in such report."

The question of concurrence being put on the motion in amendment, it was resolved in the affirmative.

The question of concurrence being again put on the main motion.

The Honourable Sir Mackenzie Bowell moved in amendment, seconded by the Honourable Mr. Béique,

That the said Report be not now adopted, but that it be further amended by adding the following words after the word "dollars" in the fourth line of the second paragraph: "except in the cases of Messieurs Trudel, Bouchard and Chapman, French translators, whose salaries shall be increased to the maximum amount."

The question of concurrence being put thereon,

The Honourable Mr. Thompson moved in amendment to the proposed amendment, seconded by the Honourable Mr. Yeo,

That the words "to the maximum amount" be struck out and the following words substituted in lieu thereof: "by one hundred dollars each year until they have reached the maximum amount."

The question of concurrence being put on the motion in amendment to the amendment;

The House divided, and the names being called, they were taken down as follows:—

#### CONTENTS :

##### The Honourable Messieurs

DeVeber,	Lovitt,	Power,	Thompson,
Ellis,	McKay (Truro),	Robertson,	Watson,
Gibson,	McLaren,	Ross (Middlesex),	Wood, and
Jaffray,	McMullen,	Scott,	Yeo.—17.
Kerr,			

#### NON-CONTENTS :

##### The Honourable Messieurs

Baker,	Casgrain,	Fiset,	Riley,
Béique,	Cloran,	Forget,	Roy,
Beith,	Coffey,	Godbout,	Sullivan,
Bernier,	Comeau,	Landry,	Tessier, and
Bolduc,	David,	Lougheed,	Thibaudeau
Boucherville, de	Dessaulles,	Merner,	(Rigaud).—26.
Bowell	Ferguson,	Montplaisir,	
(Sir Mackenzie),			

So it was resolved in the negative.

The question of concurrence being put on the motion in amendment, it was, on the same division reversed, resolved in the affirmative.

The question of concurrence being then put on the main motion as amended, it was resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (147) intituled: "An Act to amend the Wind-up Act."

*(In the Committee.)*

Title read and postponed.

First section read and agreed to.

Second section read and amended by striking out the word "may" after the word "Court" in the first line thereof and inserting in the third line after word "classified" "may after notice by advertisement or otherwise."

It was ordered that the following section be added to the Bill as Section 2:—

2. The said Act is hereby further amended by adding to section 30 thereof the following as subsection 2:—

"2. Where under the laws of any Province a trust company is accepted by the courts of such Province and is permitted to act as administrator, assignee or curator without giving security, such trust company may be appointed liquidator of a company under this Act, without giving security."

Title again read and agreed to.

After some time the House resumed, and

The Honourable Mr. Bostock, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill, as amended, be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (113) intituled: "An Act to amend the Post Office Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (136) intituled: "An Act to amend the provisions of the Criminal Code respecting the preservation of the peace in the vicinity of Public Works," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time at the first sitting of the Senate to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (ZZ) intituled: "An Act to incorporate the Fidelity Life Insurance Company of Canada," and to acquaint the Senate that they have passed the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (P) intituled: "An Act respecting the Inspection of Electricity," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 22.—After "Department" insert the following as paragraph (h):—  
 "(h) "frequency" means the number of complete periods or cycles per second of the alternating current."

Page 1, line 25.—After "hours" insert "at the stated voltage."

Page 2, line 1.—After "4" leave out all words to the end of Subsection 2 and insert the following in lieu thereof:—

"Before commencing to give a supply of electrical energy to any purchaser for lighting purposes the contractor shall declare, in writing under his hand, to such purchaser the constant pressure, and if from an alternating current source, the frequency, at which he proposes to supply energy at the purchaser's terminals.

"2. The variation of pressure, and in the case of alternating currents the frequency, at any purchaser's terminals shall not under any conditions of the supply which the purchaser is entitled to receive, nor at any time, exceed 4 per cent from the declared constant pressure or frequency, whether such variation is due to the resistance of the service lines or apparatus belonging to the contractor, or to any action or effect produced by such apparatus, for which the purchaser cannot be shown to be responsible, or partly to a variation of pressure in the distributing mains from which the supply is taken."

Page 2, line 28.—Leave out "danger" and insert "leakage."

Page 3, line 10.—After "9" leave out all words to the end of the section, and insert in lieu thereof:—

"Any officer of the contractors authorized in writing by the inspector may, for the purpose of (a) inspecting their electric wires, meters, accumulators, fittings, works, and apparatus for the supply of electricity; or (b) ascertaining the quantity of electricity consumed or supplied; or

"(c) removing any electric wires, meters, accumulators, fittings, works and apparatus belonging to the contractors; or (d) in cases where a supply of electricity is no longer required or the contractors are authorized to take away and cut off the supply of electricity from any premises, doing as little damages thereby as may be;

enter at all reasonable times any premises to which electricity is or has been supplied by the contractors.

"Such officer shall repair all damage caused by such entry, inspection or removal."

Page 3, line 35.—After "11" leave out all words to the end of the section and insert the following in lieu thereof:—

"The Governor in Council may appoint for the purposes of this Act an Electrical Expert, to be known as the Chief Electrical Engineer, together with such assistants as the Head of the Department may from time to time deem necessary. The Chief Electrical Engineer shall, under the direction of the Minister of Inland Revenue, have the custody of the standards of electrical measure, shall conduct all comparisons, verifications and other operations in respect of such standards and other electrical measuring

instruments, and shall have the general supervision and direction of the work of electric inspection throughout Canada.

2. No person shall be appointed to act as inspector or assistant inspector until he has passed a qualifying examination in electricity, such examination to be held by a board of three examiners, composed of the Chief Electrical Engineer of the Department who shall preside, and two electrical experts to be appointed by the Governor in Council. Nothing herein contained shall affect the position or status of any officer appointed prior to the passing of this Act.

"3. Graduates in electrical engineering of any university in Canada may be appointed without passing the qualifying examination.

"4. No inspector shall be a seller of electricity or electric meters, or be employed by any person supplying electricity or meters."

Page 4, line 14.—After "13" insert the following as Subsection 1 of Section 13:—

"No electric meter shall be admitted to verification in Canada until it has received the approval of the Department."

Page 4, line 39.—Leave out from "thereof" to "Canada" in line 1, page 5.

Page 7, line 3.—After "purchasers" insert "using meters."

Page 7, line 36.—After "who" insert "knowingly."

Page 8, line 2.—Leave out "line" and insert "lines."

Page 8, line 33.—After "convicting" insert "justice or."

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

A Message was brought from the House of Commons by their Clerk to return the Bill (DDD) intituled: "An Act to incorporate the Prudential Life Insurance Company of Canada," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 20.—After "subscribed" insert "and ten per cent of that amount paid into some chartered bank in Canada."

Page 2, line 37.—Leave out "first" and insert "second."

Page 3, line 18.—Leave out "seven" and insert "a majority."

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Casgrain, it was

Ordered, That the said amendments be taken into consideration by the Senate to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned until to-morrow at eleven o'clock in the morning.

Wednesday, 24th April, 1907.

**FIRST DISTINCT SITTING.**

The Senate met at Eleven o'clock in the morning.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Comeau,	Kerr,	Robertson,
Beith,	Costigan,	Landry,	Ross (Middlesex),
Béique,	David,	Lougheed,	Ross (Moosejaw),
Bernier,	Davis,	Lovitt,	Roy,
Bolduc,	Dessaulles,	Macdonald	Scott,
Bostock,	De Veber,	(Victoria),	Sullivan,
Boucherville, de	Domville,	McKay (Truro),	Talbot,
(C.M.G.),	Edwards,	McLaren,	Tessier,
Bowell	Ellis,	McMillan,	Thibaudeau
(Sir Mackenzie),	Ferguson,	McMullen,	(de la Vallière),
Carling	Fiset,	Merner,	Thibaudeau
(Sir John),	Forget,	Miller,	(Rigaud),
Cartwright	Frost,	Montplaisir,	Thompson,
(Sir Richard),	Gibson,	Perley,	Watson,
Casgrain,	Gillmor,	Poirier,	Wood,
Cloran,	Godbout,	Power,	Yeo,
Coffey.	Jaffray,	Riley.	Young.

PRAYERS.

The Honourable Mr. Ellis moved, seconded by the Honourable Mr. Kerr,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate, copies of all letters between the Chamber of Commerce, Montreal, or any other parties, and the Honourable the Postmaster General, or the Post Office Department, in regard to the increase of postal charges upon newspapers posted for transmission to the United States or any other countries.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Resolved, That the Ordinance of the 26th May last, intituled: "An Ordinance respecting Liens in favour of Miners," and the Ordinance of the 7th July last, intituled: "An Ordinance respecting the disposal of water from streams and lakes in the Yukon Territory for the purpose of generating power, and for the control and management of the sale, transmission and use of such power," passed by the Governor



in Council, under the authority of provisions which now comprise Section 16 of Chapter 63, R.S.C., 1906, and which previous to the coming into force of that Act comprised in Subsection 1 of Section 8 of Chapter 6 of the Statutes of 1898, as that subsection was enacted by Section 3 of Chapter 34 of 2 Edward VII., copies of which Ordinances, as well as of the necessary Order in Council in each instance have been laid before this House, are approved by this House, in accordance with the provisions of Section 17 of the said Chapter 63.

Pursuant to the Order of the Day, the Bill (148) intituled: "An Act to amend Schedule A to the Revised Statutes, 1906," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Bill (147) intituled: "An Act to amend the Winding-up Act," was, as amended, read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (145) intituled: "An Act to amend the Criminal Code."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Comeau, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time at the next sitting of the Senate.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

After Debate,

On motion of the Honourable Mr. Ellis, seconded by the Honourable Mr. Gibson, it was

Ordered, That the same be adjourned until the next sitting of the Senate.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Fourth Report of the Standing Committee on Internal Economy and Contingent Accounts of the Senate.

On motion of the Honourable Mr. Watson, seconded by the Honourable Mr. Young, it was

Ordered, That the said Report be adopted.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

The Honourable Mr. Béique moved, seconded by the Honourable Mr. Gibson,

That the said Report be now adopted.

The Honourable Mr. Ellis moved in amendment, seconded by the Honourable Mr. Power,

That the Third Report of the Joint Committee on the Printing of Parliament, presented to the House of Commons on Tuesday, 19th March, 1907, be amended, as follows:—

1. By striking out of the Report the recommendation that the Report of the Royal Commission on Life Insurance, No. 123*a*, and the evidence taken before said Commission, No. 123*b*, be not printed, and that the same be printed.

2. That the said Report, as above amended, be concurred in.

After Debate,

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Macdonald (Victoria), it was

Ordered, That the said Debate be adjourned until the next sitting of the Senate.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until this afternoon at 3 o'clock.

## SECOND DISTINCT SITTING.

The Senate met at Three o'clock in the afternoon.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Davis,	Lovitt,	Ross (Middlesex),
Beith,	Dessaulles,	Macdonald	Ross (Halifax),
Béique,	De Veber,	(Victoria),	Ross (Moosejaw),
Bernier,	Domville,	Mackay (Alma),	Roy,
Bolduc,	Edwards,	McKay (Truro),	Scott,
Bostock,	Ellis,	McLaren,	Sullivan,
Boucherville, de	Ferguson,	McMillan,	Talbot,
(C.M.G.),	Fiset,	McMullen,	Tessier,
Bowell	Forget,	Merner,	Thibaudeau
(Sir Mackenzie),	Frost,	Miller,	(de la Vallière),
Cartwright	Gibson,	Montplaisir,	Thibaudeau
(Sir Richard),	Gillmor,	Owens,	(Rigaud),
Casgrain,	Godbout,	Perley,	Thompson,
Cloran,	Jaffray,	Poirier,	Watson,
Coffey,	Kerr,	Power,	Wood,
Comeau,	Landry,	Riley,	Yeo.
Costigan,	Lougheed,	Robertson,	Young.
David,			

A Message was brought from the House of Commons by their Clerk, with a Bill (139) intituled: "An Act to create a Department of Mines," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (145) intituled: "An Act to amend the Criminal Code," was read a third time.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure, and put into a Committee of the Whole on the Bill (113) intituled: "An Act to amend the Post Office Act."

*(In the Committee.)*

Title read and postponed.

Sections one, two and three read and agreed to.

Section four read and amended, as follows:—

Page 1, line 14.—Leave out from "adding" to the end of the section, and insert "after the word 'Dawson' in the last line, the words 'and such other places as the Postmaster General may designate'."

Section five read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Cloran, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill, as amended, be read a third time at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (136) intituled: "An Act to amend the provisions of the Criminal Code respecting the Preservation of the Peace in the vicinity of Public Works," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (P) intituled: "An Act respecting the Inspection of Electricity."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendments made by the House of Commons to the Bill (DDD) intituled: "An Act to incorporate the Prudential Life Insurance Company of Canada,"

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Bostock, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the amendments to the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

After further Debate,

On motion of the Honourable Mr. Landry, seconded by the Honourable Mr. Macdonald (Victoria), it was

Ordered, That further Debate on the said motion in amendment be adjourned until the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the motion for the second reading of the Bill (FFF) intituled: "An Act respecting Juvenile Delinquents."

After further Debate,

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The said Bill was read a second time accordingly.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House on Tuesday next.

A Message was brought from the House of Commons by their Clerk, to return the Bill (TT) intituled: "An Act to incorporate the Ottawa Terminals Railway Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 29.—Leave out "not more than."

Page 5, line 9.—Leave out "and control."

Page 5, line 10.—Leave out "at the said station and."

Page 5, line 13.—Leave out section 19 and insert the following therefor:—

"19. The plans and specifications for the construction of the said Central Union Passenger Station shall be submitted for approval to the Governor in Council on or before the fifteenth day of July, 1907, and the construction of the said passenger station shall be commenced within six months after the said plans and specifications have been approved by the Governor in Council, and shall be completed within two years after the date hereby fixed for the commencement of the said station."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

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Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until to-morrow at eleven o'clock in the forenoon.

Thursday, 25th April, 1907.

**FIRST DISTINCT SITTING.**

The Senate met at Eleven o'clock in the morning.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Beith,	Cox	Lougheed,	Riley,
Béique,	David,	Lovitt,	Ross (Middlesex),
Bolduc,	Davis,	Macdonald	Ross (Halifax),
Bostock,	Dessaulles,	(Victoria),	Ross (Moosejaw),
Boucherville, de	De Veber,	McKay (Truro),	Roy,
(C.M.G.),	Domville,	McLaren,	Scott,
Bowell	Ellis,	McMillan,	Sullivan,
(Sir Mackenzie),	Ferguson,	McMullen,	Talbot,
Carling	Fiset,	Merner,	Tessier,
(Sir John),	Frost,	Miller,	Thibaudeau
Cartwright	Gibson,	Mitchell,	(Rigaud),
(Sir Richard),	Gillmor,	Montplaisir,	Thompson,
Cloran,	Godbout,	Owens,	Watson,
Coffey,	Jaffray,	Perley,	Wood,
Comeau,	Kerr,	Poirier,	Yeo,
Costigan,	Landry,	Power,	Young.

**PRAYERS.**

His Honour the Speaker, from the Standing Committee on the Restaurant, presented their First Report.

Ordered, That it be received, and

The same was then read by the Clerk, and it is as follows:—

THE SENATE,

WEDNESDAY, April 24th, 1907.

The Standing Committee on the Restaurant, beg leave to report as follows:—

Considering that the farming out of the restaurant to a private individual has proved unsatisfactory;

And considering that the bar-room should be abolished:

Your Committee recommend that it be empowered to engage for the coming Session a superintendent who will manage the restaurant for the exclusive advantage of the Senators and their guests under such conditions and regulations to be made by your Restaurant Committee, as will improve the present situation, while maintaining as much as possible an equilibrium between receipts and expenses.

All which is respectfully submitted.

R. DANDURAND,  
*Chairman.*

On motion of the Honourable Sir Mackenzie Bowell, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Report be adopted.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—The Report of the Secretary of State of Canada for the year ending December 31, 1906.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 29.)*

The Honourable Mr. Power moved, seconded by the Honourable Mr. Kerr,

That, as it appears from the Votes of the House of Commons of Thursday, 25th April, 1907, That Bill (YY of the Senate), intituled: "An Act respecting the Erie Ontario Power Company," was withdrawn, the accountant of the Senate be authorized to refund the fees and charges paid thereon, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Landry moved, seconded by the Honourable Sir Mackenzie Bowell,

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will cause to be laid before the Senate a copy of all the documents and of all correspondence whatsoever relating to the choice of, and the taking possession of the lands now known under the name of the Petawawa Military Camp.

The question of concurrence being put thereon, the same was resolved in the affirmative, and it was

Ordered, That the said Address be presented to His Excellency the Governor General by such members of this House as are members of the Privy Council.

Pursuant to the Order of the Day, the Bill (113) intituled: "An Act to amend the Post Office Act," was, as amended, read a third time.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (139) intituled: "An Act to create a Department of Mines," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the next sitting of the Senate.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (136) intituled: "An Act to amend the provisions of the Criminal Code respecting the Preservation of the Peace in the vicinity of Public Works."

*(In the Committee.)*

Title read and postponed.

First and second sections read and agreed to.

Third section read and postponed.

After some time the House was resumed, and

The Honourable Mr. David, from the said Committee, reported that they had gone through the said Bill, had made some progress therein, and asked leave to sit again at the next sitting of the Senate.

Ordered, That the said Committee have leave to sit again at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (75) intituled: "An Act to amend the Railway Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (146) intituled: "An Act to amend the Statute Law in its application to the Provinces of Saskatchewan and Alberta," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (159) intituled: "An Act to increase the borrowing powers of the Quebec Harbour Commissioners," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (165) intituled: "An Act to amend the Customs Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That Rule 23f of the Senate be dispensed with in so far as it relates to the said Bill.



On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (166) intituled: "An Act to provide for further advances to the Harbour Commissioners of Montreal," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (172) intituled: "An Act to repeal the Act of the present Session, intituled, 'An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys,'" to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (173) intituled: "An Act respecting Bounties on Iron and Steel made in Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (174) intituled: "An Act to amend the Act respecting the Manufacture of Binder Twine in Canada," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson,  
it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

WEDNESDAY, 24th April, 1907.

Resolved, That a Message be sent to the Senate to acquaint their Honours that this House hath agreed to their amendment to the Bill No. 135, An Act to amend the Yukon Placer Mining Act, with an amendment, which is as follows:—

Substitute the words "nor until" for the words "and only," for the following reason:—

"Because this amendment to the Senate amendment appears to express more clearly the meaning of the Senate amendment."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the House.*

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Gibson, it was

Ordered, That the said Message be taken into consideration by the Senate at the next sitting.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned until this afternoon at 3 o'clock.

### SECOND DISTINCT SITTING.

The Senate met at Three o'clock in the afternoon.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Beith,	David,	Lovitt,	Ross (Middlesex),
Béique,	Davis,	Macdonald	Ross (Halifax),
Bolduc,	Dessaulles,	(Victoria),	Ross (Moosejaw),
Bostock,	De Veber,	Mackay (Alma),	Roy,
Boucherville, de	Domville,	McKay (Truro),	Scott,
(C.M.G.),	Edwards,	McLaren,	Sullivan,
Bowell	Ellis,	McMillan,	Talbot,
(Sir Mackenzie),	Ferguson,	McMullen,	Tessier,
Carling	Fiset,	Merner,	Thibaudeau
(Sir John),	Frost,	Miller,	(de la Vallière),
Cartwright	Gibson,	Mitchell,	Thibaudeau
(Sir Richard),	Gillmor,	Montplaisir,	(Rigaud),
Cloran,	Godbout,	Owens,	Thompson,
Coffey,	Jaffray,	Perley,	Watson,
Comeau,	Kerr,	Poirier,	Wood,
Costigan,	Landry,	Power,	Yeo,
Cox,	Lougheed,	Riley,	Young.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Young,

That the Clerk be instructed to cause to be printed and bound 500 copies of the new Senate Manual, which is to include the Standing Orders and Rules of the Senate, the Forms of Proceeding of the Senate, the British North America Act, 1867, and its amendments, the Letters Patent constituting the office of Governor General, the Royal Instructions to the Governor General and the commission of the present occupant of that office, together with various tables of contents and an index.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (139) intituled: "An Act to create a Department of Mines."

*(In the Committee.)*

Title read and postponed.

First section read and amended as follows:—

Page 1, line 4.—Leave out "Department of" and insert "Geology and."

Sections two to five, inclusive, read and agreed to.

Section six read and amended, as follows:—

Page 2, line 17.—After "metallurgical" insert "resources and."

The remaining sections of the Bill read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Landry, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the clerk.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be agreed to.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time.

The said Bill was then, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (136) intituled: "An Act to amend the provisions of the Criminal Code respecting the Preservation of the Peace in the vicinity of Public Works."

*(In the Committee.)*

Third section again considered and agreed to.

The remaining sections of the Bill read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Cox, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 30 and 63 of the Senate be suspended in so far as they relate to this Bill.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

Pursuant to the Order of the Day, the Senate resumed the adjourned Debate on the amendment of the Honourable Mr. Ellis to the consideration of the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

After further Debate,

The question of concurrence being put on the motion in amendment, the same was resolved in the negative.

The question of concurrence being then put on the main motion, the same was resolved in the affirmative, and

Ordered accordingly.

Pursuant to the Order of the Day, the Bill (75) intituled: "An Act to amend the Railway Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

The Order of the Day being read for the second reading of the Bill (146) intituled: "An Act to amend the Statute Law in its application to the Provinces of Saskatchewan and Alberta."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the same be postponed until the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (159) intituled: "An Act to increase the borrowing powers of the Quebec Harbour Commissioners," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House presently.

The House was then, according to Order, adjourned during pleasure, and put into a Committee of the Whole on the said Bill.

*(In the Committee.)*

Title read and postponed.

First section read and agreed to.

Second section read and postponed.

After some time the House resumed, and

The Honourable Mr. McKay (Truro) reported from the said Committee, that they had gone through the said Bill, made some progress therein, and asked leave to sit again at the second sitting of the Senate to-morrow.

Ordered, That the said Committee have leave to sit again at the second sitting of the Senate to-morrow.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

Pursuant to the Order of the Day, the Bill (165) intituled: "An Act to amend the Customs Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (166) intituled: "An Act to provide for further advances to the Harbour Commissioners of Montreal," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (172) intituled: "An Act to repeal the Act of the present Session, intituled: 'An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such Surveys,'" was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

The Order of the Day being read for the second reading of the Bill (173) intituled: "An Act respecting Bounties on Iron and Steel made in Canada,"

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the same be postponed until the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Bill (174) intituled: "An Act to amend the Act respecting the Manufacture of Binder Twine in Canada," was read a second time.

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On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be committed to a Committee of the Whole House at the first sitting of the Senate to-morrow.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the amendment made by the House of Commons to the Senate amendment to the Bill (135) intituled: "An Act to amend the Yukon Placer Mining Act."

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered That the said amendment be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendment made by the House of Commons to the amendment of the Senate to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (171) intituled: "An Act to amend the Exchequer Court Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That Rule 23f of the Senate be suspended in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time at the first sitting of the Senate to-morrow.

A Message was brought from the House of Commons by their Clerk, with a Bill (175) intituled: "An Act to amend the Canada Shipping Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That Rule 23f of the Senate be suspended in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power, it was

Ordered, That the said Bill be read a second time at the first sitting of the Senate to-morrow.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned until to-morrow at eleven o'clock in the forenoon.

Friday, 26th April, 1907.

**FIRST DISTINCT SITTING.**

The Senate met at Eleven o'clock in the morning.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Cox,	Lougheed,	Ross (Moosejaw),
Beith,	Dessaulles,	Macdonald	Roy,
Béique,	De Veber,	(Victoria),	Scott,
Bolduc,	Domville,	McMillan,	Sullivan,
Bostock,	Edwards,	McMullen,	Talbot,
Boucherville, de	Ellis,	Merner,	Tessier,
(C.M.G.),	Ferguson,	Miller,	Thibaudeau
Bowell	Frost,	Montplaisir,	(de la Vallière),
(Sir Mackenzie),	Gibson,	Owens,	Thibaudeau
Cartwright	Gillmor,	Perley,	(Rigaud),
(Sir Richard),	Godbout,	Poirier,	Thompson,
Cloran,	Jaffray,	Power,	Watson,
Coffey,	Kerr,	Riley,	Wood,
Comeau,	Landry,	Ross (Middlesex),	Young
Costigan,			

PRAYERS.

The Honourable Mr. Power moved, seconded by the Honourable Mr. Perley,

That the sum of one hundred dollars be paid to Mr. E. J. Chambers out of the appropriation of \$1,000 made to the Select Committee appointed by this House to inquire and report from time to time as to the value of that part of the Dominion lying north of the Saskatchewan Watershed, east of the Rocky Mountains, west and east of the Hudson's Bay, comprising the north parts of the Provinces of Alberta and Saskatchewan and the Mackenzie Territory, its extent of navigable waters, rivers, lakes and sea coast, and Ungava and Keewatin Territories, with power to send for persons, papers and records, and to report from time to time, for his services in revising and editing the evidence taken before said Committee.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The House, according to Order, was adjourned during pleasure, and put into a Committee of the Whole on the Bill (75) intituled: "An Act to amend the Railway Act."

*(In the Committee.)*

Title read and postponed.

Sections one and two read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Watson reported from the said Committee, that they had gone through the said Bill, made some progress therein, and asked leave to sit again at the next sitting of the Senate.

Ordered, That the said Committee have leave to sit again at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (177) intituled: "An Act to amend the Judges' Act," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time at the next sitting of the Senate.

A Message was brought from the House of Commons by their Clerk, with a Bill (178) intituled: "An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned," to which they desire the concurrence of this House.

The said Bill was read a first time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rule 23*f* of the Senate be dispensed with in so far as it relates to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a second time at the first sitting of the Senate to-morrow.

A Message was brought from the House of Commons by their Clerk, to return the Bill (147) intituled: "An Act to amend the Winding-up Act," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

THURSDAY, 25th April, 1907.

Resolved, That a Message be sent to the Senate, informing their Honours that this House has passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called "The British North America Act, 1867," or by or under any terms or conditions upon which any other Provinces were admitted to the Union, by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures, and praying that His Majesty will be graciously pleased to cause a measure to be laid before the Imperial Parliament at its present Session, to repeal the provisions of the above section of the British North America Act, 1867,



aforesaid; and requesting their Honours to unite with this House in the said Address, by filling up the blank therein contained with the words "Senate and."

Ordered, That the Clerk of the House do carry the said Message to the Senate.  
Attest,

THOS. B. FLINT,  
*Clerk of the Commons.*

The said Address to His Majesty the King was then read by His Honour the Speaker, as follows:—

*To the King's Most Excellent Majesty:*

*Most Gracious Sovereign:*

We, Your Majesty's most dutiful and loyal subjects, the Commons of Canada, in Parliament assembled, humbly approach Your Majesty for the purpose of representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland commonly called the British North America Act, 1867, or by or under any terms or conditions upon which any other Provinces were admitted to the Union, to be made by Canada to the several Provinces of the Dominion for the support of their Governments and Legislatures by providing that—

A. Instead of the amounts now payable, the sums hereafter payable yearly by Canada to the several Provinces for the support of their Governments and Legislatures, be according to population, and as follows:—

(a) Where the population of the Province is under 150,000.	\$100,000
(b) Where the population of the Province is 150,000, but does not exceed 200,000. . . . .	150,000
(c) Where the population of the Province is 200,000, but does not exceed 400,000. . . . .	180,000
(d) Where the population of the Province is 400,000, but does not exceed 800,000. . . . .	190,000
(e) Where the population of the Province is 800,000, but does not exceed 1,500,000. . . . .	220,000
(f) Where the population of the Province exceeds 1,500,000	240,000

B. Instead of an annual grant per head of population now allowed, the annual payment hereafter be at the same rate of eighty cents per head, but on the population of each province, as ascertained from time to time by the last decennial census; (or, in the case of the Provinces of Manitoba, Saskatchewan and Alberta, respectively, by the last quinquennial census or statutory estimate), until such population exceeds 2,500,000, and at the rate of sixty cents per head for so much of said population as may exceed 2,500,000.

C. An additional allowance to the extent of one hundred thousand dollars annual be paid for ten years to the Province of British Columbia.

D. Nothing herein contained shall in any way supersede or affect the terms special to any particular Province upon which such Province became part of the Dominion of Canada or the right of any Province to payment of any special grant heretofore made by the Parliament of Canada to any Province for any special purpose in such grant expressed.

We pray that Your Majesty may be graciously pleased to cause a measure to be laid before the Imperial Parliament at its present Session, repealing the provisions of Section 118 of the British North America Act, 1867, aforesaid, and substituting therefor the scale of payments above set forth, which shall be a final and unalterable settlement of the amounts to be paid yearly to the several Provinces of the Dominion for their local purposes and the support of their Governments and Legislatures.

Such grants shall be paid half-yearly in advance, to each Province; but the Government of Canada shall deduct from such grants, as against any Province, all sums chargeable as interest on the public debt of that Province in excess of the several amounts stipulated in the said Act.

All of which we humbly pray Your Majesty to take into your favourable and gracious consideration.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the proposed Address to His Majesty the King be taken into consideration at the next sitting of the Senate.

Then, on motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright,

The Senate adjourned until this afternoon at 3 o'clock.

### SECOND DISTINCT SITTING.

The Senate met at Three o'clock in the afternoon.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker

The Honourable Messieurs

Baker,	Cox,	Landry,	Robertson,
Beith,	Davis,	Lougheed,	Ross (Middlesex),
Béique,	Dessaulles,	Macdonald	Ross (Moosejaw),
Bolduc,	De Veber,	(Victoria),	Scott,
Bostock,	Domville,	Mackay (Alma),	Sullivan,
Boucherville, de	Edwards,	McMullen,	Tessier,
(C.M.G.),	Ellis,	Merner,	Thibaudeau
Bowell	Ferguson,	Miller,	(de la Vallière),
(Sir Mackenzie),	Frost,	Montplaisir,	Thibaudeau
Cartwright	Gibson,	Owens,	(Rigaud),
(Sir Richard),	Gillmor,	Perley,	Thompson,
Cloran,	Godbout,	Poirier,	Watson,
Comeau,	Jaffray,	Power,	Wood,
Costigan,	Kerr,	Riley,	Young.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (75) intituled: "An Act to amend the Railway Act."

*(In the Committee.)*

Third section read and struck out and the following substituted therefor as Sections 3, 4, 5, 6, 7, 8 and 9:—

"3. Any such mortgage heretofore given as to which there has been hitherto no Act providing for such deposit, or any assignment of such mortgage or other instrument in any way affecting it, or a sworn copy thereof may be deposited in the office of the Secretary of State of Canada within ninety days after the passing of this Act.

"2. Notice of such deposit shall forthwith thereafter be given in *The Canada Gazette*.

"3. No objection shall be taken on the part of any creditor of such company or any purchaser or mortgagee becoming such creditor or purchaser or mortgagee, subsequent to the giving such notice to any such mortgage or other instrument in respect of which such deposit has been made and such notice given, on the ground that the same has not been otherwise deposited, registered or filed under the provisions of any law respecting the deposit, registration or filing of instruments affecting real or personal property.

"4. Any contract evidencing the lease, conditional sale or bailment of rolling stock to a company shall be in writing, duly executed by the parties thereto, and the same or a copy thereof may be deposited in the office of the Secretary of State of Canada, within twenty-one days from the execution thereof, and no contract so deposited need be otherwise deposited, registered or filed under the provisions of any law respecting the deposit, registration or filing of instruments affecting real or personal property, and upon the due execution and deposit of any such lease, conditional sale or bailment of rolling stock as aforesaid, the same shall be valid.

"2. Notice of such deposit shall forthwith thereafter be given in *The Canada Gazette*.

"5. Any contract heretofore made in writing and duly executed by the parties evidencing any such lease, conditional sale or mortgage of rolling stock, may be deposited in the office of the Secretary of State of Canada, within ninety days after the passing of this Act, and unless so deposited, the same shall not be valid as against purchasers or mortgagees becoming such subsequent to the passing of this Act.

"2. Notice of such deposit shall forthwith thereafter be given in *The Canada Gazette*.

"6. No objection shall be taken on the part of any purchaser or mortgagee becoming such subsequent to the giving such notice, to any lease, conditional sale or mortgage as aforesaid, in respect of which such deposit has been made and such notice given on the ground that the same has not been otherwise deposited, registered or filed under the provisions of any law respecting the deposit, registration or filing of instruments affecting real or personal property.

"7. In the case of a mortgage, hypothec or other instrument made by an incorporated company securing bonds, debentures, notes or other securities on any rolling stock which is subject to any such lease, conditional sale or bailment as aforesaid, the same or a copy thereof made be filed in the office of the Secretary of State of Canada, within twenty-one days from the execution thereof, and if so filed, shall be valid as against creditors of such company, and as against subsequent purchasers or mortgagees, and no other or further filing or registration thereof shall be necessary.

"In the case of any such mortgage, hypothec or other such instrument heretofore made, the same shall be valid as against creditors of such company and purchasers or mortgagees becoming such creditors, purchasers or mortgagees subsequent to the passing of this Act, if the same or a copy thereof be filed in the office of the Secretary of State of Canada, within ninety days from the passing of this Act.

"2. Notice of such deposit shall forthwith thereafter be given in *The Canada Gazette*.

"8. Subsection 5 of Section 299 of *The Railway Act* is repealed, and the following is substituted therefor:—

"5. The purchaser shall apply to the Parliament of Canada at the next following Session thereof after the granting of such order by the Minister for an Act of Incorporation, or other legislative authority, to hold, operate and run the railway."

"9. Subsection 2 of Section 136 of *The Railway Act* is hereby amended by adding after the word "Secretary" in the second line the words "or an assistant secretary."

Title again read and agreed to.

After Debate,

After some time the House was resumed, and

The Honourable Mr. Watson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with several amendments, which he was ready to submit whenever the House would be pleased to receive them.

Ordered, That the Report be now received, and

The said amendments were then read by the Clerk.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b*, 24*d*, 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendments be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill, as amended, be read a third time.

The said Bill was then, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with several amendments, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (146) intituled: "An Act to amend the Statute Law in its application to the Provinces of Saskatchewan and Alberta," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 24*b*, 24*e*, 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House presently.

The House was then, according to Order, adjourned during pleasure, and put into Committee of the Whole on the said Bill.

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Young, from the said Committee, reported that they had gone through the said bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (165) intituled: "An Act to amend the Customs Act."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Baker, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That Rules 24*b*, 20 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then, on a division, read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (166) intituled: "An Act to provide further advances to the Harbour Commissioners of Montreal."

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Bolduc, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That Rules 24*b*, 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the Bill (172) intituled: "An Act to repeal the Act of the present Session, intituled 'An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such surveys.'"

*(In the Committee.)*

Title read and postponed.

First section read and amended by adding at the end thereof the following: "and such portions of the Dominion Lands Act, Chapter 55 of the Revised Statutes, as may

have been repealed or altered by the said Act of the present Session, are revived and shall have the same force and effect as if the said Act of the present Session had not been passed."

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Poirier, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the Rules 24*b*, 24*d*, 30 and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill, as amended, be now read a third time.

The said Bill was then, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (173) intituled: "An Act respecting Bounties on Iron and Steel made in Canada," was read a second time.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That Rules 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

The House, according to Order, was adjourned during pleasure and put into a Committee of the Whole on the Bill (174) intituled: "An Act to amend the Act respecting the Manufacture of Binder Twine in Canada."

*(In the Committee.)*

Title read and postponed.

First section read and amended, as follows:—

Page 1, line 15.—After the word "one" leave out the word "per."

Second section read and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Gibson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the Clerk.

With leave of the Senate,

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That Rules 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said amendment be agreed to.

On motion of the Right Honourable Sir Richard Cartwright, seconded by the Honourable Mr. Scott, it was

Ordered, That the said Bill, as amended, be now read a third time.

The said Bill was then, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (171) intituled: "An Act to amend the Exchequer Court Act," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

Pursuant to the Order of the Day, the Bill (175) intituled: "An Act to amend the Canada Shipping Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b*, 24*e* and 63 of the Senate, be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be committed to a Committee of the Whole House presently.

The House, according to Order, was adjourned during pleasure, and put into Committee of the Whole on the said Bill.

*(In the Committee.)*

After some time the House was resumed, and

The Honourable Mr. Thompson, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

The House, according to Order, was adjourned during pleasure, and again put into Committee of the Whole on the Bill (159) intituled: "An Act to increase the borrowing powers of the Quebec Harbour Commissioners."

*(In the Committee.)*

Second section again considered and agreed to.

Title again read and agreed to.

After some time the House was resumed, and

The Honourable Mr. Sullivan, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same to the House without any amendment.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be read a third time to-morrow.

Pursuant to the Order of the Day, the Bill (177) intituled: "An Act to amend the Judges' Act," was read a second time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill, without any amendment.

It being six o'clock, His Honour the Speaker left the Chair, to resume the same at half-past seven.

7.30.

The Senate was resumed.

Pursuant to the Order of the Day, the Senate proceeded to the consideration of the Message from the House of Commons, informing the Senate that they have passed an Address to His Most Excellent Majesty the King, humbly representing that it is expedient to amend the scale of payments authorized under Section 118 of the Act of the Parliament of the United Kingdom of Great Britain and Ireland, commonly called the British North America Act, 1867, to be made by Canada, to the several Provinces of the Dominion, for the support of their Governments and Legislatures; and request-



ing the Senate to unite with the House of Commons in the said Address, by filling up the blank therein with the words "Senate and."

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

To agree with the House of Commons by filling up the blank with the words "Senate and" in the said Address.

After Debate,

The Honourable Mr. Baker moved, seconded by the Honourable Sir Mackenzie  
Bowell,

That the Senate do now adjourn.

With leave of the Senate the said motion was withdrawn.

After further Debate,

The Honourable Mr. Landry moved, seconded by the Honourable Mr. Wood,

That the prayer of the Address be amended by inserting after the word "afore-  
said" in the 3rd line, the words "and any similar provisions contained in any terms  
and conditions upon which any other Provinces were admitted to the Union."

The question of concurrence being put on the motion in amendment, the same was,  
on a division, resolved in the negative.

The question of concurrence being put on the main motion, the same was resolved  
in the affirmative, and

Ordered accordingly.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,  
it was

Ordered, That His Honour the Speaker do sign the said Address on behalf of the  
House.

Ordered, That a Message be sent to the House of Commons by one of the Masters  
in Chancery to acquaint that House that the Senate hath agreed to the said Address  
by inserting therein the words "The Senate and."

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That an humble Address be presented to His Excellency the Governor General, in  
the following words:—

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey,  
Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the  
Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most  
Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General  
of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

We, His Majesty's dutiful and loyal subjects, the Senate of  
Canada, in Parliament assembled, beg leave to approach Your Excellency with our re-  
spectful request that Your Excellency will be pleased to transmit our joint Address  
to His Most Excellent Majesty the King, humbly representing that it is expedient to  
amend the scale of payments authorized under Section 118 of the Act of the Parlia-  
ment of the United Kingdom of Great Britain and Ireland, commonly called the Brit-  
ish North America Act, 1867, to be made by Canada to the several Provinces of the  
Dominion for the support of their Governments and Legislatures; and praying that  
His Majesty may be graciously pleased to cause a measure to be laid before the Imper-  
ial Parliament at its present Session, repealing the provisions of Section 118 of the  
British North America Act, 1867, aforesaid, and substituting therefor the scale of pay-  
ments set forth in our said joint Address, under the terms therein provided—in such  
manner as to Your Excellency may seem fit, in order that the same may be laid at the  
foot of the Throne.

The question of concurrence being put thereon, the same was resolved in the affir-  
mative.

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power, That the said Address be engrossed, and that His Honour the Speaker do sign the same on behalf of this House.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered, That one of the Masters in Chancery do go down to the House of Commons and acquaint that House that the Senate have passed the foregoing Address to His Excellency the Governor General, to which they desire their concurrence.

A Message was brought from the House of Commons by their Clerk to return the Bill (N) intituled: "An Act to amalgamate the Jordan Light, Heat and Power Company and the Erie and Ontario Development Company, Limited, into one corporation under the name of the Jordan-Erie Power Company," and to acquaint the Senate that they have passed the said Bill with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 2, line 34.—After "Company" insert "Provided further that the works of the Company shall in no way interfere with the undertakings of the Erie Ontario Power Company, as shown on the plans of the said Company now on file in the Department of Railways and Canals, without the consent of the Erie-Ontario Power Company."

Page 2, line 46.—Leave out Section 6 and insert the following in lieu thereof:—

"6. The capital stock of the Company shall be \$10,000,000, divided into 100,000 shares of \$100 each."

Page 3, line 3.—Leave out "eight" and insert "ten."

Page 3, line 7.—Leave out "seven" and insert "nine."

Page 3, line 11.—Leave out "nine" and insert "ten."

Page 3, line 24.—After "New York" insert "Abner Nelson, Charles Swaby."

Page 3, line 45.—After "no" insert "claim."

With leave of the Senate,

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That Rules 24a, 24c and 131 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Power, seconded by the Honourable Mr. Cox, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (LL) intituled: "An Act respecting the Canadian Northern Railway Company," and to acquaint the Senate that they have passed the said Bill, with several amendments, to which they desire the concurrence of the Senate.

The said amendments were then read by the Clerk, and they are as follow:—

Page 1, line 13.—After the second "constructed" insert "provided that the proceeds of such additional bonds shall be used for the betterments of the railway."

Page 1, line 26.—After "Company" insert "and His Majesty the King and the Commissioners of the Transcontinental Railway."

Page 1, line 31.—After "thereunder" leave out everything to the end of the Bill.

With leave of the Senate,

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

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Ordered, That Rules 24*a*, 24*c* and 131 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Young, seconded by the Honourable Mr. Watson, it was

Ordered, That the said amendments be agreed to.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate doth agree to the amendments made by the House of Commons to the said Bill, without any amendment.

Then, on motion of the Honourable Mr. Scott, seconded by the Honourable Mr. Power,

The Senate adjourned until 11 o'clock, a.m., to-morrow.

Saturday, 27th April, 1907.

**FIRST DISTINCT SITTING.**

The Senate met at Eleven o'clock in the morning.

The Members convened were:—

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Costigan,	Landry,	Power,
Beith,	Cox,	Lougheed,	Ross (Middlesex),
Béique,	Davis,	Macdonald	Scott,
Bolduc,	Dessaulles,	(Victoria),	Sullivan,
Boucherville, de	De Veber,	Mackay (Alma),	Tessier,
(C.M.G.),	Domville,	McMullen,	Thibaudeau
Bowell	Ellis,	Miller,	(de la Vallière),
(Sir Mackenzie),	Ferguson,	Montplaisir,	Thompson,
Cartwright	Frost,	Owens,	Watson,
(Sir Richard),	Jaffray,	Perley,	Wood,
Cloran,	Kerr,	Poirier,	Young.
Comeau,			

**PRAYERS.**

The following Petition was brought up and laid on the Table:—

By His Honour the Speaker,—Of the Port Arthur Board of Trade.

His Honour the Speaker informed the Senate that he had received the following communication from the Governor General's Secretary:—

OTTAWA, 27th April, 1907.

SIR,—I am commanded by the Governor General to inform you that His Excellency will proceed to the Senate Chamber this afternoon at three o'clock, for the purpose of proroguing the present Session of Parliament.

I have the honour to be, Sir,

Your obedient servant,

C. J. JONES,

*For Governor General's Secretary.*

The Honourable

The Speaker of the Senate.

The Honourable Mr. Kerr moved, seconded by the Honourable Mr. Ellis,

That, as it appears from the Votes of the House of Commons of Saturday, 27th April, 1907, That Bill (WW of the Senate), intituled: "An Act to incorporate the Port Arthur Development Company," was withdrawn, the accountant of the Senate be authorized to refund the fees and charges paid thereon, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Watson moved, seconded by the Honourable Mr. Young,

That, as it appears from the Votes of the House of Commons of Saturday, 27th April, 1907, That Bill (MM of the Senate), intituled: "An Act respecting the Hamilton Radial Electric Railway Company," was withdrawn, the accountant of the Senate be authorized to refund the fees and charges paid thereon, less the cost of printing and translation.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

The Honourable Mr. Scott, Secretary of State, presented to the Senate,—A return to an Order of the Honourable the Senate, dated the 6th February, 1907, asking for a statement indicating in so many columns:—

1. The names, christian names, age and nationality, of all persons who have been appointed to any position in the customs house at Quebec, since the 1st of July, 1906.

2. The names of the persons who were replaced by those new appointments, specifying at the same time whether the persons so replaced were replaced by reason of their death, their retirement, or their dismissal, and by whom they have been replaced.

3. The names of the persons who recommended each of these new appointments.

Ordered, That the same do lie on the Table, and it is as follows:—

*(Vide Sessional Papers, No. 227.)*

The Order of the day being read for the third reading of the Bill (159) intituled: "An Act to increase the borrowing powers of the Quebec Harbour Commissioners."

The Honourable Mr. Scott moved, seconded by the Honourable Mr. Power,

That the Bill be not now read a third time, but that the said Bill be committed to a Committee of the Whole House presently.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

The House was then according to order adjourned, during pleasure, and put into a Committee of the Whole on the said Bill.

*(In the Committee.)*

The second section was reconsidered and amended, as follows:—

Page 1, line 15.—Leave out from "thereon" to the end of the section and insert "next after, and have precedence in regard to payment next after, the principals and interest of all debentures or bonds issued by the corporation under the provisions of Chapter 48 of the Statutes of 1898 or of Section 35 of Chapter 34 of the Statutes of 1899."

After some time the House was resumed, and

The Honourable Mr. Wood, from the said Committee, reported that they had gone through the said Bill, and had directed him to report the same, with an amendment, which he was ready to submit whenever the House would be pleased to receive it.

Ordered, That the Report be now received, and

The said amendment was then read by the clerk.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24a, 24d and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said amendment be agreed to.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then, as amended, read a third time accordingly.

The question was put whether this Bill, as amended, shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill with an amendment, to which they desire their concurrence.

Pursuant to the Order of the Day, the Bill (178) intituled: "An Act to authorize the granting of subsidies in aid of construction of the lines of railway therein mentioned," was read a second time.

With leave of the Senate,

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 24*b* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That the said Bill be now read a third time.

The said Bill was then read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (174) intituled: "An Act to amend the Act respecting the Manufacture of Binder Twine in Canada," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (172) intituled: "An Act to repeal the Act of the present Session, intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such surveys," and to acquaint the Senate that they have agreed to the amendment made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk to return the Bill (75) intituled: "An Act to amend the Railway Act," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, with a Bill (169) intituled: "An Act to authorize a loan to the Quebec Bridge and Railway Company," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, That Rules 23*f*, 24*a* and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cartwright, it was

Ordered, that the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Scott, seconded by the Right Honourable Sir Richard Cairwright, it was

Ordered, that the said Bill be now read a third time.

The said Bill was then, on a division, read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (113) intituled: "An Act to amend the Post Office Act," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment..

A Message was brought from the House of Commons by their Clerk, to return the Bill (139) intituled: "An Act to create a Department of Mines," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, in the following words:—

HOUSE OF COMMONS,

SATURDAY, 27th April, 1907.

Resolved, That a Message be sent to the Senate to inform their Honours that this House hath agreed to their Address to His Excellency the Governor General, respectfully requesting that His Excellency will be pleased to transmit the joint Address to His Most Excellent Majesty the King, on the subject of the payment of certain subsidies therein mentioned to the several Provinces of the Dominion for the support of their Governments and Legislatures; by filling up the blank therein with the word "Commons."

Ordered, That the Clerk of the House do carry the said Message to the Senate.

Attest,

THOS. B. FLINT,

*Clerk of the Commons.*

A Message was brought from the House of Commons by their Clerk, with a Bill (179) intituled: "An Act for granting to His Majesty certain sums of money for the public service for the period of nine months ending 31st March, 1907, and the financial year ending the 31st March, 1908," to which they desire the concurrence of this House.

The said Bill was read a first time.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. McMullen, it was

Ordered, That Rules 23f, 24e and 63 of the Senate be suspended in so far as they relate to the said Bill.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. McMullen, it was

Ordered, That the said Bill be now read a second time.

The said Bill was then read a second time accordingly.

On motion of the Honourable Mr. Scott, seconded by the Honourable Mr. McMullen, it was

Orderd, That the said Bill be now read a third time.

The said Bill was read a third time accordingly.

The question was put whether this Bill shall pass?

It was resolved in the affirmative.

Ordered, That the Clerk do go down to the House of Commons and acquaint that House that the Senate have passed this Bill without any amendment.

A Message was brought from the House of Commons by their Clerk, to return the Bill (159) intituled: "An Act to increase the borrowing powers of the Quebec Harbour Commissioners," and to acquaint the Senate that they have agreed to the amendments made by the Senate to the said Bill without any amendment.

With leave of the Senate,

The Honourable Mr. Scott moved, seconded by the Honourable Mr. McMullen, That when the Senate adjourns, it do stand adjourned until half-past two o'clock, p.m.

The question of concurrence being put thereon, the same was resolved in the affirmative, and

Ordered accordingly.

Then on motion of Hon. Mr. Scott, seconded by the Honourable Mr. McMullen, The Senate adjourned until this afternoon at two thirty o'clock.

### SECOND DISTINCT SITTING.

The Senate met at half-past Two in the afternoon.

The Members convened were:

The Honourable RAOUL DANDURAND, Speaker.

The Honourable Messieurs

Baker,	Frost,	Miller,	Sullivan,
Cartwright	Jaffray,	Montplaisir	Tessier,
(Sir Richard),	Landry,	Owens,	Thibaudeau
Comeau,	Lougheed,	Perley,	(de la Vallière),
Cox,	Macdonald	Poirier,	Wood.
De Veber,	(Victoria),	Power,	
Domville,	Mackay (Alma),	Ross (Middlesex),	
Ferguson,	McMullen,	Scott,	

The Senate adjourned during pleasure.

After some time the Senate was resumed.

His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of Our Dominion of Canada, being seated on the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House that,—“It is His Excellency's pleasure that they attend him immediately in the Senate.”

Who being come with their Speaker,



The Clerk of the Crown in Chancery read the Titles of the Bills to be passed, as follow:—

- An Act to incorporate the Manitoba Railway Company.
- An Act to amend the Militia Pension Act.
- An Act to incorporate the Collingwood Southern Railway Company.
- An Act respecting the Canadian Northern Ontario Railway Company.
- An Act respecting the Quebec Oriental Railway Company.
- An Act respecting the St. Mary River Bridge Company.
- An Act to incorporate the Winnipeg and Northwestern Railway Company.
- An Act to incorporate the St. Leon Railway Company.
- An Act respecting the Ontario, Hudson's Bay and Western Railways Company.
- An Act respecting the Manitoulin and North Shore Railway Company.
- An Act to incorporate the Abitibi and Hudson Bay Railway Company.
- An Act respecting the Algoma Central and Hudson's Bay Railway Company.
- An Act to amend the Inspection and Sale Act.
- An Act respecting the Inspection of Meats and Canned Foods.
- An Act to regulate the exportation of electric power and certain liquids and gases.
- An Act respecting the Winnipeg Terminals of the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company.
- An Act to amend the Immigration Act.
- An Act to incorporate the Central Canada Manufacturers' Mutual Fire Insurance Company.
- An Act respecting the Atlantic, Quebec and Western Railway Company.
- An Act to incorporate the Eastern Canada Manufacturers' Mutual Fire Insurance Company.
- An Act respecting the Traders' Fire Insurance Company.
- An Act respecting "The Accident and Guarantee Company of Canada and to change its name to 'The Sterling Accident and Guarantee Company of Canada.'"
- An Act in amendment of the Railway Act.
- An Act to incorporate the Ottawa Life Insurance Company.
- An Act to amend the Gold and Silver Marking Act.
- An Act respecting a certain patent of Philp J. Green, Melvin Hunt and John D. McMurrich.
- An Act for the relief of Victor Harold Lyon.
- An Act for the relief of Arthur Leon McPherson.
- An Act to incorporate the Rock Life Assurance Company of Canada.
- An Act to incorporate the General Animals Insurance Company of Canada, Limited.
- An Act to amend the Adulteration Act.
- An Act to amend the Act of the present Session incorporating the Residential Fire Insurance Company.
- An Act to readjust the Representation of the Provinces of Saskatchewan and Alberta in the House of Commons, and to amend the Representation Act.
- An Act to incorporate the Fidelity Life Insurance Company of Canada.
- An Act to amend Schedule A to the Revised Statutes, 1906.
- An Act to amend the Criminal Code.
- An Act respecting the Inspection of Electricity.
- An Act to incorporate the Prudential Life Insurance Company of Canada.
- An Act to incorporate the Ottawa Terminals Railway Company.
- An Act to amend the Yukon Placer Mining Act.
- An Act to amend the provisions of the Criminal Code respecting the Preservation of the Peace in the vicinity of Public Works.
- An Act to amend the Winding-up Act.
- An Act to amend the Statute Law in its application to the Provinces of Saskatchewan and Alberta.

An Act to amend the Customs Act.

An Act to provide for further advances to the Harbour Commissioners of Montreal.

An Act respecting Bounties on Iron and Steel made in Canada.

An Act to amend the Exchequer Court Act.

An Act to amend the Canada Shipping Act.

An Act to amend the Judges Act.

An Act to amalgamate The Jordan Light, Heat and Power Company and The Erie and Ontario Development Company, Limited, into one corporation under the name of "The Jordan-Erie Power Company."

An Act respecting The Canadian Northern Railway Company.

An Act to increase the borrowing powers of the Quebec Harbour Commissioners.

An Act to create a Department of Mines.

An Act to amend the Railway Act.

An Act to repeal the Act of the present Session intituled: "An Act respecting the Surveys of the Public Lands of the Dominion and the Surveyors entitled to make such surveys."

An Act to amend the Act respecting the manufacture of Binder Twine in Canada.

An Act to authorize the granting of subsidies in aid of the construction of the lines of railways therein mentioned.

An Act to authorize a loan to the Quebec Bridge and Railway Company.

An Act to amend the Post Office Act.

To these Bills the Royal Assent was pronounced by the Clerk of the Senate in the following words:—

"In His Majesty's name, His Excellency the Governor General doth assent to these Bills."

Then the Honourable the Speaker of the House of Commons addressed His Excellency the Governor General, as follows:—

"MAY IT PLEASE YOUR EXCELLENCY:

"The Commons of Canada have voted the Supplies required to enable the Government to defray the expenses of the Public Service.

"In the name of the Commons, I present to Your Excellency the following Bill:—

"An Act for granting to His Majesty certain sums of money for the public service for the period of nine months ending 31st March, 1907, and the financial year ending 31st March, 1908." to which Bill I humbly request Your Excellency's Assent.

Then, after the Clerk of the Crown in Chancery had read the Title of the Bill,

The Clerk of the Senate, by His Excellency's command, did thereupon say:—

"In His Majesty's name, His Excellency the Governor General thanks His Loyal Subjects, accepts their benevolence, and assents to this Bill."

After which His Excellency the Governor General was pleased to close the Third Session of the Tenth Parliament of the Dominion with the following Speech:—

*Honourable Gentlemen of the Senate:*

*Gentlemen of the House of Commons:*

In bringing to a close the Third Session of the Tenth Parliament of Canada, I desire to express to you my thanks for the care and assiduity you have shown in the discharge of your important duties, the results of which are apparent in many important Acts which must prove of great benefit to the country.

I am glad to observe that the fiscal period terminating on the last day of March was, in proportion to its length, the most prosperous in the history of the Dominion, and that the present indications are that the expansion of the country's trade and revenue will continue during the year that we are now entering upon; a fact that is

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particularly gratifying in view of the important undertakings to which Canada is committed.

The stream of immigrants entering the Dominion continues yearly to expand, and it is very gratifying to note that a larger number is coming from the British Isles than in former years.

The recent revision of the tariff will, it is believed, meet with the general approval of the trade, removing as it does many inequalities heretofore existing.

One of the most important of the subjects which have engaged your attention is that of the subsidies and allowances to be paid out of the Dominion treasury to the several provinces. I trust that the proposed changes in the Imperial legislation respecting which you have adopted an Address to His Majesty will, if enacted, go far towards removing the grievances of which the Provincial Governments have complained as to the insufficiency of their revenues.

The substantial aid now offered towards the establishment of cold storage should stimulate the erection of those necessary adjuncts for the preservation of perishable foods.

I have observed with gratification the passage of an Act having for its object the maintenance of industrial peace in all public utilities. This legislation has already been applied with success. It is confidently expected that when the provisions of the Act for the settlement of industrial disputes are fully understood, both employees and employers will be ready to refer their difficulties to Boards of Investigation and Conciliation and thus avoid the evils following strikes and lockouts.

The arrangements lately made between the Imperial and Canadian postal departments, providing for a substantial reduction on newspapers and periodicals coming from the United Kingdom, have, I am glad to know, been received with much satisfaction as a measure likely to promote a freer communication between the Mother Country and Canada.

*Gentlemen of the House of Commons:*

I thank you in His Majesty's name for the liberal supplies you have granted for the public service.

*Honourable Gentlemen of the Senate:*

*Gentlemen of the House of Commons:*

In now relieving you from your duties let me express the fervent hope that when we meet again at the next session, an equally prosperous condition will prevail throughout Canada and in the meantime let us not forget to express gratitude to a kind Providence for the many blessings conferred upon our country.

THE SPEAKER of the Senate then said:—

*Honourable Gentlemen of the Senate:*

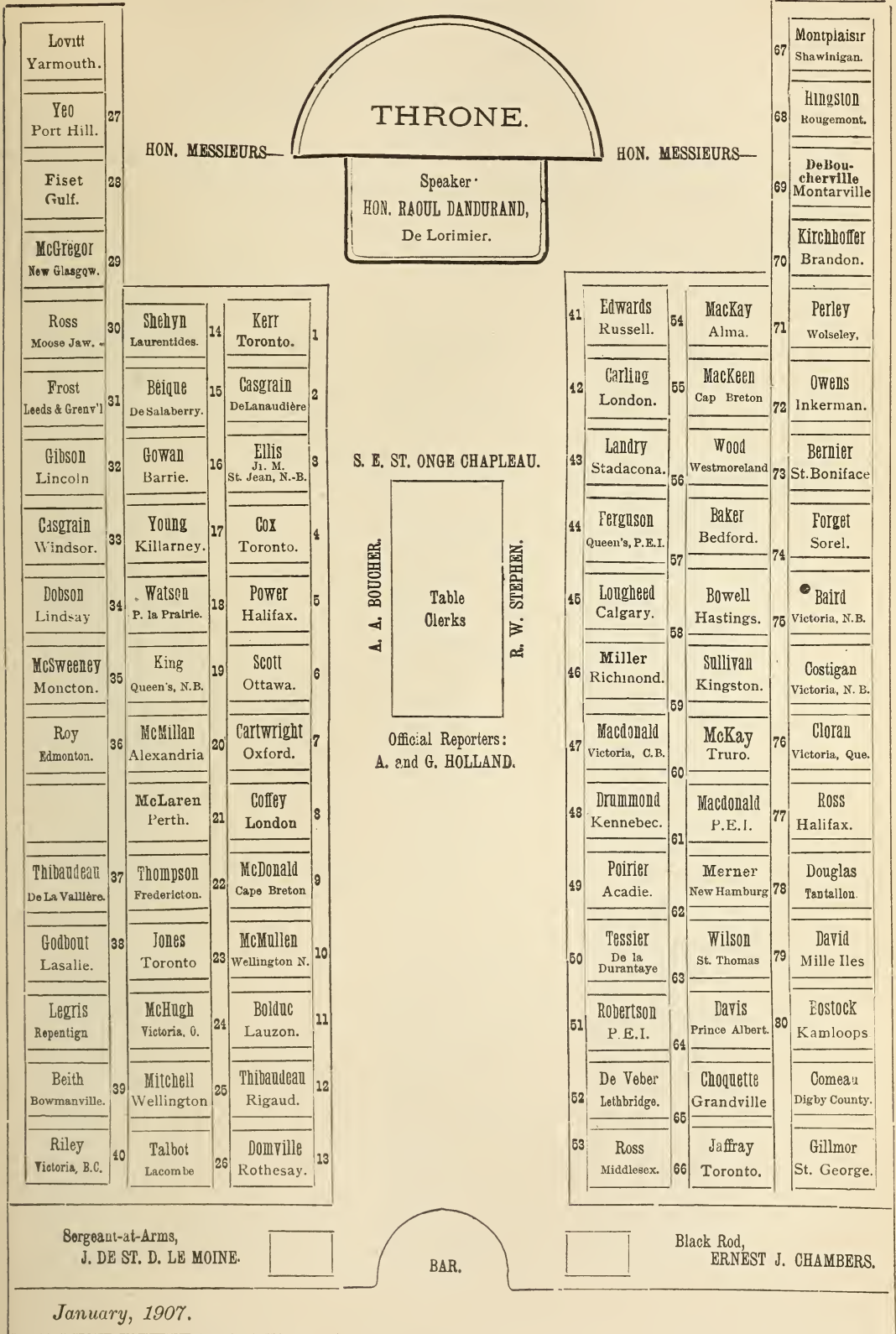
*Gentlemen of the House of Commons:*

It is HIS EXCELLENCY THE GOVERNOR GENERAL'S will and pleasure, that this Parliament be prorogued until Saturday, the first day of June next, to be here holden, and this Parliament is accordingly prorogued until the first day of June next.



# DIAGRAM OF THE SENATE CHAMBER

3rd SESSION, 10th PARLIAMENT, 1906-07



Sergeant-at-Arms,  
J. DE ST. D. LE MOINE.

BAR.

Black Rod,  
ERNEST J. CHAMBERS.

January, 1907.



# SENATORS OF CANADA

ACCORDING TO SENIORITY

3rd SESSION, 10th PARLIAMENT, 6-7 EDWARD VII.

1906-7

THE HONOURABLE RAOUL DANDURAND, SPEAKER.

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
The Honourable		
WILLIAM MILLER.....	Richmond.....	Arichat, N.S.
WILLIAM JOHN MACDONALD.....	Victoria, B.C.....	Victoria, B.C.
RICHARD WILLIAM SCOTT.....	Ottawa.....	Ottawa.
LAWRENCE GEOFFREY POWER.....	Sr. M. Halifax.....	Halifax, N.S.
JOSEPH ROSAIRE THIBAudeau.....	Rigaud.....	Montreal.
C. E. BOUCHER 'DE BOUCHERVILLE, C.M.G.....	Montarville.....	Boucherville, P.Q.
THOMAS MCKAY.....	Truro.....	Truro, N.S.
DONALD McMILLAN.....	Alexandria.....	Alexandria, Ont.
WILLIAM McDONALD.....	Cape Breton.....	Glace Bay, N.S.
JOSEPH BOLDUC.....	Lauzon.....	St. Victor de Tring, P.Q.
MICHAEL SULLIVAN.....	Kingston.....	Kingston, Ont.
PASCAL POIRIER.....	Acadie.....	Shediac, N.B.
SAMUEL MERNER.....	New Hamburg.....	Berlin, Ont.
WILLIAM DELL PERLEY.....	Wolseley.....	Wolseley, Sask.
SIR GEORGE A. DRUMMOND, K.C.M.G.	Kennebec.....	Montreal.
JAMES ALEXANDER LOUGHEED.....	Calgary.....	Ca gary, Alta.
PETER McLAREN.....	Perth.....	Perth, Ont.
HIPPOLYTE MONTPLAISIR.....	Shawinegan.....	Three Rivers, P.Q.
ANDREW A. MACDONALD.....	Char'ottetown.....	Charlottetown, P.E.I.
P. LANDRY.....	Stadacona.....	Candiac, Que.
THOMAS ALFRED BERNIER.....	St. Boniface.....	St. Boniface, Man.
SIR MACKENZIE BOWELL, K.C.M.G.	Hastings.....	Belleville, Ont.
JOHN NESBITT KIRCHHOFFER.....	Selkirk.....	Brandon, Man.
DONALD FERGUSON.....	Queen's.....	Charlottetown, P.E.I.
GEORGE T. BAIRD.....	Victoria.....	Perth Centre, N.B.
JOSIAH WOODS.....	Westmoreland.....	Sackville, N.B.
WILLIAM OWENS.....	Inkerman.....	Montreal.
GEORGE B. BAKER.....	Bedford.....	Sweetsburg, Que.
DAVID MACKEN.....	Cape Breton.....	Halifax, N.S.
SIR JOHN CARLING, K.C.M.G.....	London.....	London, Ont.
LOUIS J. FORGET.....	Sorel.....	Montreal.
ALFRED A. THIBAudeau.....	De la Vallière.....	Montreal.
GEORGE A. COX.....	Toronto.....	Toronto, Ont.
GEORGE GERALD KING.....	Queen's.....	Chipman, N.B.
JOHN LOVITT.....	Yarmouth.....	Yarmouth, N.S.
JEAN BAPTISTE ROMUALD FISET.....	Gulf.....	Rimouski, Que.
RAOUL DANDURAND (Speaker).....	De Lorimier.....	Montreal.
JOHN YEO.....	East Prince.....	Port Hill, P.E.I.

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
The Honourable		
PETER MCSWEENEY.....	Northumberland....	Moncton, N.B.
JOSEPH P. B. CASGRAIN.....	DeLanaudière.....	Montreal.
ROBERT WATSON.....	Portage la Prairie....	Portage la Prairie, Man.
FINLAY M. YOUNG.....	Killarney.....	Killarney, Man.
JOSEPH SHEHYN.....	Laurentides.....	Quebec.
LYMAN MELVIN JONES.....	Toronto.....	Toronto, Ont.
GEORGE MCHUGH.....	Victoria, O.....	Lindsay, Ont.
ROBERT MACKAY.....	Alma.....	Montreal.
JOHN V. ELLIS.....	St. John.....	St. John, N.B.
JOSEPH GODBOUT.....	La Salle.....	St. Francois, Beauce, Que.
JAMES E. ROBERTSON.....	P. E. Island.....	Montague, P.E.I.
FREDERICK P. THOMPSON.....	Fredericton.....	Fredericton, N.B.
FREDERICK L. BEIQUÉ.....	De Salaberry.....	Montreal.
WILLIAM GIBSON.....	Lincoln.....	Beamsville, Ont.
JAMES McMULLEN.....	North Wellington....	Mount Forest, Ont.
JOSEPH H. LEGRIS.....	Repentigny.....	Louiseville, Que.
FRANCIS T. FROST.....	Leeds and Grenville..	Smith's Falls, Ont.
JAMES K. KERR.....	Toronto.....	Toronto, Ont.
THOMAS COFFEY.....	London.....	London, Ont.
JULES TESSIER.....	De la Durantaye....	Quebec.
WILLIAM C. EDWARDS.....	Russell.....	Rockland, Ont.
JAMES DOMVILLE.....	Rothsay.....	Rothsay, N.B.
JAMES D. MCGREGOR.....	New Glasgow.....	New Glasgow, N.S.
L. O. DAVID.....	Mille Iles.....	Montreal.
HENRY J. CLORAN.....	Victoria.....	Montreal.
WILLIAM MITCHELL.....	Wellington.....	Drummondville, Que.
JOHN H. WILSON.....	St. Thomas.....	St. Thomas, Ont.
HEWITT BOSTOCK.....	Kamloops.....	Monte Creek, B.C.
SIR RICHARD J. CARTWRIGHT, G.C. M.G.....	Oxford.....	Ottawa.
PHILIPPE A. CHOQUETTE.....	Grandville.....	Quebec.
JAMES H. ROSS.....	Regina.....	Moose Jaw, Sask.
THOMAS O. DAVIS.....	Prince Albert.....	Prince Albert, Sask.
WILLIAM ROSS.....	Victoria, N.S.....	Halifax, N.S.
ROBERT JAFFRAY.....	Toronto.....	Toronto.
L. GEORGE DE VEBER.....	Lethbridge.....	Lethbridge, Alta.
JAMES M. DOUGLAS.....	Tantallon.....	Tantallon, Sask.
PHILIPPE ROY.....	Edmonton.....	Edmonton, Alta.
PETER TALBOT.....	Lacombe.....	Lacombe, Alta.
GEORGE RULEY.....	Victoria.....	Victoria, B.C.
JOHN COSTIGAN.....	Victoria, N.B.....	Edmunston, N.B.
GEORGE W. ROSS.....	Middlesex.....	Toronto, Ont.
ROBERT BEITH.....	Bowmanville.....	Bowmanville, Ont.
DANIEL GILMOR.....	St. George.....	St. George, N.B.
AMBROSE H. COMEAU.....	Digby County.....	Meteghan River, N.S.
GEORGE C. DESSAULLES.....	Rougemont.....	St. Hyacinthe, Que.



# SENATORS OF CANADA

## ALPHABETICAL LIST

3rd SESSION, 10th PARLIAMENT, 6-7 EDWARD VII.

1906-7

SENATORS.	DESIGNATION.	POST OFFICE ADDRESS.
The Honourable		
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JAFFRAY, R.	Toronto.....	Toronto, Ont.
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3rd SESSION, 10th PARLIAMENT, 6-7 EDWARD VII.

1906-7

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The Honourable the Speaker of the Senate, Chairman.

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FERGUSON,	PERLEY,
FORGET,	ROSS ( <i>Middlesex</i> ),
GIBSON,	ROSS ( <i>Moosejaw</i> ),
JAFFRAY,	SCOTT,
JONES,	SULLIVAN,
KERR,	THIBAUDEAU ( <i>Rigaud</i> ),
LOUGHEED,	THIBAUDEAU ( <i>de la Valliere</i> ),
MACDONALD ( <i>P.E.I.</i> ),	THOMPSON,
MACKAY ( <i>Alma</i> ),	WOOD,
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DOMVILLE,	MITCHELL,
DRUMMOND, SIR GEORGE, K.C.M.G.,	OWENS,
EDWARDS,	POIRIER,
ELLIS,	POWER,
FERGUSON,	ROSS ( <i>Moosejaw</i> ),
FISÉT,	SCOTT,
FORGET,	SHEHYN,
FROST,	SULLIVAN,
GIBSON,	TESSIER,
GODBOUT,	THOMPSON,
JONES,	WATSON,
KERR,	YOUNG.—50.

(Quorum 9.)

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CLORAN,	MONTPLAISIR,
DAVID,	ROSS ( <i>Halifax</i> ),
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DOUGLAS,	TALBOT,
EDWARDS,	THIBAUDEAU ( <i>Rigaud</i> ),
GODBOUT,	THIBAUDEAU ( <i>de la Vallière</i> ).—25.
KERR,	

(Quorum 7.)

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GIBSON,	ROBERTSON,
JONES,	ROSS ( <i>Moosejaw</i> ),
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LANDRY,	WATSON,
LOVITT,	WILSON,
McDONALD ( <i>Cape Breton</i> ),	WOOD,
McLAREN.	YEO.—25.
MILLER,	

(Quorum 9.)

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The Honourable Messieurs

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COFFEY,	ROBERTSON,
ELLIS,	ROY,
FERGUSON,	TALBOT.—9.
MITCHELL,	

(Quorum 5.)

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COX,	WOOD,
KIRCHHOFFER,	YOUNG.—9.
LOUGHEED,	

(Quorum 5.)

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The Honourable THE SPEAKER, Chairman.

The Honourable Messieurs

The Hon. THE SPEAKER,	McSWEENEY,
BOLDUC,	ROBERTSON,
McKAY ( <i>Truro</i> ),	TESSIER.—7.
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## FORTY-SECOND VOLUME

OF THE

## SENATE JOURNALS

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BAIRD, HON. MR.: Presents a Petition, 60. Presents a Bill, 87.

BANKING AND COMMERCE: (*Vide* Committee No. 5.)

BANQUE NATIONALE ACT: Petition of, 23. Read, 26. Reported, 61. Bill brought up and read 1°, 181. Read 2°, and referred to Committee on Banking, &c., 192. Reported with amendments, 225, 226. Agreed to, 230. Read 3°, passed and sent to Commons for concurrence, 233. Returned by Commons without amendment, 270. Royal Assent, 316. (Chapter 110, 6-7 Edward VII, 1907.)

BEIQUE, HON. MR: Presents a Petition, 48. Presents a Bill, 50. Presents First Report of Debates and Reporting Committee, 190. Presents Second Report of Debates and Reporting Committee, 342.

BERNIER, HON. MR.: Called attention *re* report of the Commission to make an exploration of the route of the proposed Georgian Bay Canal, &c., 288.

BEITH, HON. ROBERT: Certificate from the Secretary of State, 43. Introduced, 53. Presents His Majesty's Writ, 54. Takes the Oath, 54. Declaration of Qualification, 54. Name added to Committee on Private Bills, 171.

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BINDER TWINE MANUFACTURED IN CANADA AMENDMENT ACT: Bill brought up and read 1°, 369. Rule suspended, 369. Read 2°, and referred to Committee of the Whole, 373, 374. Committed, reported with an amendment, rules suspended, amendment agreed to, read 3°, passed and sent to Commons for concurrence, 383. Returned by Commons without amendment, 390. Royal Assent, 394. (Chapter 5, 6-7 Edward VII, 1907.)

BLITZ, HENRY, *et al.*: Petition of, 57. Read, 65. Reported, 106.

BOLDUC, HON. MR.: Presents a Petition, 23.



- BONAVENTURE AND GASPÉ TELEPHONE COMPANY, LIMITED, INCORPORATION ACT:** Petition of J. H. Kelly, *et al.*, 57. Read, 86. Reported, 101. Bill presented and read 1°, 102. Read 2°, and referred to Committee on Railways, &c., 115. Reported with amendments, 183, 184. Placed on the Orders for Third Reading, 184. Amendments agreed to, 193. Order of the Day postponed, 193, 196, 214. Further amended, read 3°, passed and sent to Commons for concurrence, 220, 221. Returned by Commons with amendments, 300. Agreed to, 306. Royal Assent, 317. (Chapter 64, 6-7 Edward VII, 1907.)
- BOSTOCK, HON. MR.:** Presents Petitions, 48, 57. Presents a Bill, 129.
- BOUNTIES ON IRON AND STEEL MADE IN CANADA ACT:** Bill brought up and read 1°, 369. Rule suspended, 369. Order of the Day postponed, 373. Read 2°, rules suspended, read 3°, passed and the Commons acquainted thereof, 382. Royal Assent, 394. (Chapter 24, 6-7 Edward VII, 1907.)
- BOWELL, HON. SIR MACKENZIE:** Called attention to the articles of agreement entered into between the Minister of Trade and Commerce and the Messrs. Elder Dempster and Company, &c., 181. Moves for all correspondence relating to the payment of Sessional indemnity and travelling expenses of Senators, 87. Return, 92. Called attention to a statement in the press that there is to be no legislation during this Session upon the subject of life insurance, &c., 196.
- BRITISH AMERICA ASSURANCE COMPANY ACT:** Petition of, 35, 64. Read, 45, 71. Reported, 126. Bill presented and read 1°, 129. Read 2°, and referred to Committee on Banking, &c., 148. Reported without amendment, 188. Read 3°, passed and sent to Commons for concurrence, 196, 197. Returned by Commons without amendment, 270. Royal Assent, 316. (Chapter 65, 6-7 Edward VII, 1907.)
- BRITISH CANADIAN LOAN AND INVESTMENT COMPANY, LIMITED:** Annual Statement, &c., of, 135.
- BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY AGREEMENTS ACT:** Petition of, 57. Read, 65. Reported, 81. Bill brought up and read 1°, 113, 114. Read 2°, and referred to Committee on Railways, &c., 132. Reported without amendment, 150. Read 3°, passed and the Commons acquainted thereof, 162. Royal Assent, 266. (Chapter 66, 6-7 Edward VII, 1907.)
- BROCKVILLE, WESTPORT AND NORTHWESTERN RAILWAY COMPANY ACT:** Petition of, 29. Read, 40. Reported, 81. Bill brought up and read 1°, 97. Order of the Day postponed, 108. Read 2°, and referred to Committee on Railways, &c., 116, 117. Reported without amendment, 151. Read 3°, passed and the Commons acquainted thereof, 163. Royal Assent, 266. (Chapter 67, 6-7 Edward VII, 1907.)
- BRONSON, E. H., et al.:** Petition of, 64. Read, 70. Reported, 82. (*Vide* Quinze and Blanche River Railway Company Act.)
- BURLAND, J. H., et al.:** Petition of, 60. Read, 68. Reported, 81. (*Vide* Eastern Canada Manufacturers Mutual Fire Insurance Company Act.)

BURRARD, WESTMINSTER BOUNDARY RAILWAY AND NAVIGATION COMPANY INCORPORATION ACT: Petition of John Hendry, *et al.*, 15. Read, 20. Reported, 101. Bill brought up and read 1°, 155. Order of the Day postponed, 174. Read 2°, and referred to Committee on Railways, &c., 180. Reported with amendments, 213. Agreed to, 223. Read 3°, passed and sent to Commons for concurrence, 229. Returned by Commons without amendment, 300. Royal Assent, 316. (Chapter 68, 6-7 Edward VII, 1907.)

## C

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To the provisions of the articles of agreement between the Minister of Trade and Commerce on behalf of His Majesty and the Messrs. Elder Dempster and Company, for the establishment of a line of steamers between Canada and Mexico, &c., 18.

To the establishment of life-saving appliances on the west coast of Vancouver Island, &c., 33.

To the serious loss of life caused by wreck on the north coast of Prince Edward Island, &c., 33.

To a statement which has appeared in the press that there is to be no legislation during this Session upon the subject of life insurance, &c., 196.

To the fact that the waters of the Allagash River are being diverted, &c., 288.

For the report of the proposed Georgian Bay Canal Commission at the earliest moment, &c., 288.

To the fact that in the last days of March, a special excursion over the Inter-colonial Railway, &c., 324.

CANADA CENTRAL RAILWAY COMPANY ACT: Petition of, 29. Read, 40. Reported, 61. Bill brought up and read 1°, 84. Order of the Day postponed, 92, 93. Read 2°, and referred to Committee on Railways, &c., 99. Reported without amendment, rules 24*b*, 63 and 120 suspended, read 3°, passed and the Commons acquainted thereof, 107. Royal Assent, 266. (Chapter 70, 6-7 Edward VII, 1907.)

CALGARY AND EDMONTON RAILWAY COMPANY ACT: Petition of, 23. Read, 26. Reported, 91. Bill presented and read 1°, 98. Read 2°, and referred to Committee on Railways, &c., 107, 108. Reported without amendment, 150, 151. Read 3°, passed and sent to Commons for concurrence, 162. Returned by Commons without amendment, 204. Royal Assent, 267. (Chapter 69, 6-7 Edward VII, 1907.)

CANADA AND JAPAN TREATY ACT: (*Vide* Treaty between Canada and Japan Act.)

CANADA SHIPPING AMENDMENT ACT: (Bill 108) Bill brought up and read 1°, 225. Order of the Day postponed, 233, 234. Read 2°, and referred to Committee of the Whole, 252. Committed and reported without amendment, 273. Read 3°, passed and the Commons acquainted thereof, 281. Royal Assent, 316. (Chapter 46, 6-7 Edward VII, 1907.)

- CANADA SHIPPING ACT: (Bill 175) Bill brought up and read 1°, 374. Rule suspended, 374. Read 2°, rules suspended, committed, reported without amendment, read 3°, passed and the Commons acquainted thereof, 383, 384. Royal Assent, 394. (Chapter 47, 6-7 Edward VII, 1907.)
- CANADIAN ASSESSMENT POLICY-HOLDERS IN THE MUTUAL RESERVE LIFE INSURANCE COMPANY BILL: Bill presented and read 1°, 191. Order of the Day postponed, 205, 224, 234. Read 2°, and referred to Committee on Banking, &c., 272. Reported asking leave to withdraw Bill, 338.
- CANADIAN MUSICAL AND DRAMATIC ASSOCIATION, LIMITED, INCORPORATION BILL: Petition of T. Côté, *et al.*, 49. Read, 58. Reported, 61. Bill presented and read 1°, 62. Read 2°, and referred to Committee on Private Bills, 68. Reported with amendments, 161. Order of the Day postponed, 174. Referred back to Committee with instructions to further amend, 186. Again reported asking leave to withdraw Bill, 280.
- CANADIAN NORTHERN RAILWAY COMPANY ACT: Petition of, 17, 81. Read, 24. Reported, 101. Bill presented and read 1°, 170. Read 2°, and referred to Committee on Railways, &c., 186. Reported with amendments, 260, 261. Agreed to, 274. Read 3°, passed and sent to Commons for concurrence, 281, 282. Returned by Commons with amendments, rules suspended, amendments agreed to and Commons acquainted thereof, 386, 387. Royal Assent, 394. (Chapter 71, 6-7 Edward VII, 1907.)
- CANADIAN NORTHERN ONTARIO RAILWAY COMPANY ACT: Petition of, 17. Read 24. Reported, 125. Bill brought up and read 1°, 235. Read 2°, and referred to Committee on Railways, &c., 252. Reported with an amendment, 278. Agreed to, 291. Read 3°, passed and sent to Commons for concurrence, 297. Returned by Commons without amendment, 320. Royal Assent, 393. (Chapter 72, 6-7 Edward VII, 1907.)
- CANADIAN PACIFIC RAILWAY COMPANY: Petition of, 81. Read, 90. (*Vide* Winnipeg Terminals Company Act.)
- CANADIAN PACIFIC RAILWAY COMPANY ACT: Petition of, 17. Read, 24. Reported, 81, 91. Bill brought up and read 1°, 154. Order of the Day postponed, 173. Read 2°, rules suspended and referred to Committee on Railways, &c., 179. Reported without amendment, 210. Read 3°, passed and the Commons acquainted thereof, 220. Royal Assent, 267. (Chapter 74, 6-7 Edward VII, 1907.)
- CANADIAN NORTHERN QUEBEC RAILWAY COMPANY ACT: Petition of, 17. Read, 24. Reported, 125. Bill brought up and read 1°, 97. Order of the Day postponed, 108, 117. Read 2°, and referred to Committee on Railways, &c., 133. Reported with amendments, 248, 249. Order of the Day postponed, 264. Amendments agreed to, 275. Read 3°, passed and sent to Commons for concurrence, 282. Returned by Commons without amendment, 303. Royal Assent, 316. (Chapter 73, 6-7 Edward VII, 1907.)
- CANADIAN PACIFIC RAILWAY COMPANY: Petition of, 57. Read, 81. Reported, 81. (*Vide* British Columbia Electric Railway Company Act.)
- CARTWRIGHT, RIGHT HON. SIR RICHARD: Presents Bills, 50, 218.

- CASGRAIN (DE LANAUDIÈRE), HON. MR.: Presents a Petition, 49. Presents a Bill, 62.
- CENSUS: Northwest Provinces, Manitoba, Saskatchewan and Alberta, 1906, &c., 107.
- CENTRAL CANADA MANUFACTURERS MUTUAL FIRE INSURANCE COMPANY INCORPORATION ACT: Petition of M. W. Cowan, *et al.*, 60. Read, 68. Reported, 81. Bill brought up and read 1°, 225. Order of the Day postponed, 233. Read 2°, and referred to Committee on Banking, &c., 247. Reported with amendments, 302. Agreed to, 312. Read 3°, passed and sent to Commons for concurrence, 315. Returned by Commons without amendment, 334. Royal Assent, 393. (Chapter 75, 6-7 Edward VII, 1907.)
- CENTRAL COUNTIES RAILWAY COMPANY ACT: Petition of, 39. Read, 46. Reported, 81. Bill brought up and read 1°, 113. Read 2°, and referred to Committee on Railways, &c., 131, 132. Reported without amendment, 152. Read 3°, passed and the Commons acquainted thereof, 163. Royal Assent, 266. (Chapter 76, 6-7 Edward VII, 1907.)
- CERTIFICATES FROM THE SECRETARY OF STATE: 42, 43, 53, 201.
- CHIEF JUSTICE OF CANADA: Commission as Deputy of Governor General, 265. Assents to Bills, 266, 267, 316.
- CHOQUETTE, HON. MR.: Presents Petitions, 17, 48. Presents Bills, 62.
- CITY OF TORONTO YONGE STREET BRIDGE BILL: Petition of the Corporation of the City of Toronto, 120. Read, 135. Reported, 177. Bill presented and read 1°, 187. Read 2°, referred to Committee on Railways, &c., and rules suspended, 193. Reported asking leave to withdraw the Bill, &c., 243.
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- CIVIL SERVICE AMENDMENT ACT: Bill presented and read, 1°, 218. Order of the Day postponed, 233. Read 2°, and referred to Committee of the Whole, 247. Order of the Day postponed, 264, 275. Committed and reported without amendment, 283. Read 3°, passed and sent to Commons for concurrence, 289.
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- CLORAN, HON. MR.: Presents a Petition, 13. Presents a Bill, 119.
- COFFEY, HON. MR.: Presents Petitions, 17, 29, 48, 57, 64.
- COLD STORAGE WAREHOUSES FOR THE PRESERVATION OF PERISHABLE FOOD PRODUCTS ACT: Bill brought up and read 1°, 96. Order of the Day postponed, 108. Read 2°, and referred to Committee of the Whole, 116. Committed and reported without amendment, 136. Read 3°, passed and the Commons acquainted thereof, 146. Royal Assent, 266. (Chapter 6, 6-7 Edward VII, 1907.)

COLLINGWOOD SOUTHERN RAILWAY COMPANY INCORPORATION ACT: Petition of Peter Paton, *et al.*, 64. Read, 70. Reported, 168. Bill presented and read 1°, 180. Read 2°, and referred to Committee on Railways, &c., 198. Reported with amendments, 260. Agreed to, 260. Read 3°, passed and sent to Commons for concurrence, 271. Returned by Commons without amendment, 320. Royal Assent, 393. (Chapter 77, 6-7 Edward VII, 1907.)

COMEAU, HON. AMBROSE HILAIRE: Certificate from the Secretary of State, 53. Introduced, 56. Presents His Majesty's Writ, 56. Takes the Oath, 57. Declaration of Qualification, 57.

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## No. 7. Miscellaneous Private Bills:

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- COMPAGNIE DU CHEMIN DE FER DE COLONIZATION DU NORD ACT: Petition of, 17. Read, 24. Reported, 81. Bill brought up and read 1°, 113. Read 2°, and referred to Committee on Railways, &c., 131. Reported without amendment, 152. Read 3°, passed and the Commons acquainted thereof, 164. Royal Assent, 266. (Chapter 98, 6-7 Edward VII, 1907.)
- CONCILIATION AMENDMENT ACT, 1900: Bill presented and read 1°, 40. Order of the Day postponed, 47, 63, 85, 88, 99. Motion for second reading and amendment thereto, 104, 123, 124, 136, 164, 178, 216. Motion for six months hoist carried on a division, 245, 246.
- CORPORATION OF THE CITY OF TORONTO: Petition of, 120. Read, 135. Reported, 177. (*Vide* City of Toronto Yonge Street Bridge.)
- COSTIGAN, HON. MR.: Certificate from the Secretary of State, 42. Introduced, 43. Presents His Majesty's Writ, 43. Takes the Oath, 44. Declaration of Qualification, 44. Called attention to the fact that the waters of the Allagash River are being diverted, &c., 288.
- COTÉ, THOMAS, *et al.*: Petition of, 49. Read, 58. Reported, 61. (*Vide* Canadian Musical and Dramatic Association.)
- COWAN, M. W., *et al.*: Petition of, 60. Read, 68. Reported, 81. (*Vide* Central Canada Manufacturers Mutual Fire Insurance Company Act.)
- CRAWFORD BAY AND ST. MARY'S RAILWAY COMPANY ACT: Petition of Henry Roy, *et al.*, 51. Read, 58. Reported, 146. Bill brought up and read 1°, 204. Read 2°, and referred to Committee on Railways, &c., 224. Reported without amendment, 259. Read 3°, passed and the Commons acquainted thereof, 271. Royal Assent, 316. (Chapter 79, 6-7 Edward VII, 1907.)
- CRIMINAL CODE AMENDMENT ACT: (Bill 85) Bill brought up and read 1°, 114. Read 2°, and referred to Committee of the Whole, 132, 133. Committed, reported without amendment, Rules 24*b*, 30 and 63 suspended, read 3°, passed and the Commons acquainted thereof, 137. Royal Assent, 266. (Chapter 7, 3 Edward VII, 1907.)
- CRIMINAL CODE AMENDMENT ACT: (Bill 145) Bill brought up and read 1°, 344. Read 2°, and referred to Committee of the Whole, 355. Committed and reported without amendment, 361. Read 3°, passed and the Commons acquainted thereof, 363. Royal Assent, 393. (Chapter 8, 6-7 Edward VII, 1907.)
- CRIMINAL CODE, 1892, AMENDMENT BILL: Bill presented and read 1°, 19. Order of the Day postponed, 27, 47. Discharged from the Orders of the Day, 85.
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CUSTOMS AMENDMENT ACT: Bill brought up and read 1°, 368. Rule suspended, 368. Read 2°, and referred to Committee of the Whole, 373. Committed, reported without amendment, rules suspended, read 3°, passed and the Commons acquainted thereof, 381. Royal Assent, 394. (Chapter 10, 6-7 Edward VII, 1907.)

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DAVID, HON. MR.: Presents Petitions, 57, 60. Moves an Address for a copy of all papers and correspondence having reference to the calling out of the militia in the late strikes and riots in Hamilton and Buckingham, &c., 62. Return, 115. Presents Bills, 102, 180. Moves an Address for copies of all papers, &c., in connection with the establishment of technical education, &c., 214. Moves an Address *re* legislation affecting provincial rights, &c., 233. Moves motion that the Senate will insist upon the application of section 92 of the British North America Act, 1867, 303, 312, 325.

DAVIS, HON. MR.: Presents Petitions, 29, 57, 60, 86. Presents Bills, 65, 232. Moves that a Select Committee be appointed to inquire into and report as to the value of that portion of the Dominion lying north of the Saskatchewan Watershed, &c., 65, 129. Presents First Report of Saskatchewan Watershed Select Committee, 87. Moves motion to add further names of Senators to Committee, 103. Moves motion *re* Telephone and Telegraph Commissioner, &c., 191. Presents Second Report of Saskatchewan Watershed, &c., Select Committee, 329. Adopted, 348.

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- On the amendment to motion for the adoption of Spain Divorce Report, 130, 131.
- On the motion for six months hoist to Conciliation Amendment Act, 1900, 245, 246.
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DOMINION FIRE INSURANCE COMPANY ACT: Petition of, 29. Read, 39. Reported, 61. Bill brought up and read 1°, 114. Read 2°, and referred to Committee on Banking, &c., 132. Reported with an amendment and agreed to, 159. Read 3°, passed and sent to Commons for concurrence, 171. Returned by Commons without amendment, 204. Royal Assent, 267. (Chapter 82, 6-7 Edward VII, 1907.)

DOMVILLE, HON. MR.: Moves an Address for a Return of Aluminum exported, &c., 18. Return, 47. Moves an Address for a Return of Oxide of Aluminum imported, &c., 18. Return, 47. Presents a Bill, 191.

DOUGLAS, HON. MR.: Presents Petitions, 20, 48.

DOUST, JOSEPH, *et al.*: Petition of, 20. Read, 27. Reported, 82.

DRUMMOND, A. T., *et al.*: Petition of, 86. Read, 95. Reported, 127. (*Vide* Winnipeg and Northwestern Railway Company Act.)

DRUMMOND, HON. SIR GEORGE A.: Presents a Petition, 86.

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**EASTERN TOWNSHIPS RAILWAY COMPANY INCORPORATION ACT:** Petition of Paul Tourigny, *et al.*, 23. Read, 26. Reported, 91. Bill brought up and read 1°, 84. Order of the Day postponed, 98, 103, 104, 109. Read 2°, and referred to Committee on Railways, &c., 118. Reported without amendment, 182. Order of the Day postponed, 191, 214. Read 3°, on division, passed and the Commons acquainted thereof, 220. Royal Assent, 267. (Chapter 84, 6-7 Edward VII, 1907.)

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TO THE

FORTY-SECOND VOLUME

OF THE

JOURNALS OF THE SENATE OF CANADA

THIRD SESSION OF THE TENTH PARLIAMENT

1907

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OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY.

1907



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THIRD SESSION—TENTH PARLIAMENT  
7 EDWARD VII., 1907

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THE SENATE OF CANADA  
REPORT,  
EVIDENCE, AND OTHER DOCUMENTS

PRESENTED BY

THE SELECT COMMITTEE

Appointed to inquire and report from time to time as to the value of that portion of the Dominion lying north of the Saskatchewan watershed and east of the Rocky mountains, comprising the northern parts of the provinces of Alberta and Saskatchewan, and the Mackenzie territory, and the extent of navigable waters, rivers, lakes and sea coast contained therein; and also to similarly inquire and report from time to time as to the value of the portions of the Dominion west and east of Hudson bay, including the territories of Keewatin and Ungava, and the extent of navigable waters, rivers, lakes and sea coast contained therein



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1907





**APPENDIX No. 1.**

REPORT, evidence and other documents presented to the Senate by the Select Committee of the Senate appointed to inquire and report from time to time as to the value of that portion of the Dominion lying north of the Saskatchewan watershed and east of the Rocky mountains, comprising the northern parts of the provinces of Alberta and Saskatchewan, and the Mackenzie territory, and the extent of navigable waters, rivers, lakes and sea coast contained therein; and also to similarly inquire and report from time to time as to the value of the portions of the Dominion west and east of Hudson bay, including the territories of Keewatin and Ungava, and the extent of navigable waters, rivers, lakes and sea coast contained therein.



# REPORT

THE SENATE,

COMMITTEE ROOM No. 8,

TUESDAY, 16th April, 1907.

The Select Committee appointed to inquire and report from time to time as to the value of that portion of the Dominion lying north of the Saskatchewan watershed, and east of the Rocky mountains, comprising the northern parts of the province of Alberta and Saskatchewan, and the Mackenzie Territory, and the extent of navigable waters, rivers, lakes and sea coast contained therein; and also to similarly inquire and report from time to time as to the value of the portions of the Dominion west and east of Hudson bay including the Territories of Keewatin and Ungava, and the extent of navigable waters, rivers, lakes and sea coast contained therein have the honour to submit their third report as follows:—

Your Committee in accordance with the authority delegated to it, sent for persons, papers and records bearing upon the subjects submitted for its consideration, and examined a number of gentlemen possessing special knowledge, through personal experience or otherwise, of the regions named as the special subject of inquiry.

It was decided before proceeding to the hearing of evidence, to, as far as possible, conduct the examination of witnesses according to a uniform system and a schedule of subjects, in the following order, was decided upon:—

1. Agriculture.
2. Forestry.
3. Fisheries.
4. Minerals.
5. Climate.
6. Settlements.
7. Means of communication.

The inquiry was not entirely confined to these subjects, much important information being obtained as to the geographical and physical features of the regions in question, the game to be found therein, the fur trade, &c.; but the preceding schedule served its purpose broadly, as a guide in the conduct of the inquiry.

The shorthand report of the evidence thus obtained is submitted herewith and your Committee has the honour to recommend that after the said report of the evidence has been carefully edited, and to some extent condensed, the evidence being transposed from the form of questions and answers into that of direct narration, it be printed.

7 EDWARD VII., A. 1907

Your Committee desires to acknowledge the courtesy of all those gentlemen who have given oral evidence or in any other way assisted in the work of this inquiry.

Your Committee has the honour to very briefly draw attention to some of the important information regarding the resources of the Dominion's vast reserves of territory in the northeast and northwest obtained as a result of their investigations.

#### TERRITORY OF UNGAVA.

As to the Territory of Ungava, in the far northeast of the Dominion, the evidence given before your Committee tends to show that although there is some fairly good soil in the middle of the Labrador peninsula, and although vegetables are successfully grown at East Main River, Hamilton Inlet and other places, the climate is considered too cold for successful agriculture. The principal forest areas of the Labrador peninsula (and they appear to be extensive and very valuable) are in the province of Quebec, but in Ungava the forest wealth, apart from large quantities of pulpwood, is confined almost wholly to the river valleys and the edges of the lakes. There are numerous magnificent water-powers, while the fisheries both inland and coast, but particularly the former, are susceptible of extensive development. Attention was particularly drawn in the evidence to the necessity of providing for the protection of the walrus in the Hudson bay and strait, as owing to the present wasteful method of conducting the walrus fishery industry three out of every four walruses killed are lost.

The mineral wealth of Ungava was shown to include lead, copper, mica, asbestos and iron. Southeast of Ungava bay a belt of iron-bearing rock probably 100 miles long and 200 to 300 miles wide was described, and the opinion expressed that in the future Labrador will furnish a large supply of our iron.

The fur-bearing animals of Ungava would appear to constitute a valuable asset of the Dominion, the evidence taken by your Committee tending to show that the best skins in the world, including marten, foxes, otters, mink, black bear and white bear, are obtained in Labrador.

Attention was drawn in the evidence to the deterrent effect upon the development of the country, particularly in connection with the great forest areas in the vicinity of Hamilton Inlet, of the uncertainty as to the exact extent of the jurisdiction of the Colony of Newfoundland from the Atlantic coast inland. Your Committee would respectfully draw the attention of the members of the government in this House to this subject.

As to the vast region west of Hudson bay and James bay, it appears most natural to consider it in two divisions, one comprising the Territory of Keewatin, immediately bordering upon the great sheets of water just named; the second division extending from the western boundary of Keewatin to the Rocky mountains, and including the northern portions of the provinces of Alberta and Saskatchewan, the triangular portion of British Columbia east of the Rocky mountains, and the great northern Territory of Mackenzie.

## APPENDIX No. 1

## TERRITORY OF KEEWATIN.

The evidence goes to show that there are some considerable sections in the southern and western portions of Keewatin that promise to be of agricultural value, the climate there being fairly good for settlement, and summer frosts rare.

According to the evidence given before your Committee, there is north of Lake Winnipeg an area of from 5,000 to 10,000 square miles of country adapted to agriculture. Wheat has been grown successfully as far north as Norway House.

The inland fisheries of Keewatin are exceedingly valuable, while the mineral deposits are very promising. The Huronian rocks which occur at intervals carry good indications of minerals—copper, pyrites and different sulphides of that kind. Between Chesterfield and Fullerton there are deposits of iron pyrites, and some of these contain small deposits of gold. Those rocks have not been properly prospected, neither has a large area, near Front Lake, of norite rock, similar to those formations in which the nickel deposits of Sudbury occur.

## THE GREAT MACKENZIE BASIN.

As to the vast region north of the Saskatchewan Valley and west of Keewatin, which may be broadly described as the Great Mackenzie Basin, thoroughly authentic and well substantiated evidence shows that that country is very much more valuable than was at one time supposed, and is capable of sustaining a very large and prosperous population. The settlements in this distant region, while, in comparison with its vast area, insignificant in number and extent, are important, as demonstrating practically and unquestionably the great possibilities of this territory as an agricultural and industrial country, and also as emphasizing the importance of exploring and surveying such areas as are likely to first attract the stream of settlement which is bound to set in before long.

According to one witness, who has had exceptional opportunities for familiarizing himself with the country and its resources, there is in the Peace River section of this country as much good agricultural land fit for settlement, and yet unsettled, as there is settled in Manitoba, Saskatchewan and Alberta to-day.

Mr. W. F. Bredin, member of the Alberta Legislative Assembly, who resides at Lesser Slave Lake, and was examined before your Committee, after a careful computation, estimates the area of agricultural lands available in the unorganized territory of Mackenzie, and in northern Alberta, say north of the 55th parallel of latitude, at not less than one hundred million acres.

At Fort Providence, latitude 62°30', about 400 miles north of Edmonton, splendid crops of excellent wheat, barley, oats, peas, and other vegetables are raised, while as far north as Fort Good Hope, within fourteen miles of the Arctic Circle, or latitude 66°16', and 970 miles further north than the city of Edmonton, cabbages, onions and other garden vegetables are raised.

The evidence goes to show that the comparative shortness of the summers in the northern regions is compensated for by the extreme summer heat and the length of the period of sunshine in the summer.

The basin of the Athabaska river is declared to include much good soil, but being of higher altitude than the more northern region, the climate is somewhat precarious, and this particular district is believed to be better suited for ranching than for grain-raising. The ranching industry, in a comparatively small way, has already been inaugurated.

The various sections of the Mackenzie Basin possess great forest wealth, the spruce areas in the north extending to the Arctic Sea.

#### ANIMAL LIFE AND MINERAL WEALTH.

The rivers and lakes of this region teem with fish of various kinds, and doubtless the inauguration of an important fishing industry depends upon the provision of a market by the opening up of communications or the influx of population.

There is an abundance of game, including an uncertain number of herds, of equally uncertain numerical strength, of the wood buffalo. These useful animals, being protected by law from injury by man, would probably increase in number but for the depredations of the timber wolves, which are declared by all having any experience of the matter, to kill off the buffalo calves as fast as the animals breed. The witnesses examined before your Committee, without exception, suggest a considerable increase of the bounty offered for the destruction of wolves, and your Committee strongly endorses the suggestion.

The mineral wealth of this region is undoubtedly considerable, including deposits of coal, oil, copper, silver, gold, native salt, sulphur, ochre, sand suitable for glass making, tar sands, &c., &c. The large area of oil sands, oil gum, or 'asphaltum,' as it is sometimes called, along the Athabaska, promises to be of great commercial value, and prospectors are now engaged, with costly equipments, exploring that neighbourhood for oil. It would appear that in view of the uncertainty as to the exact character of these deposits they demand the attention of the officers of the government for the purpose of devising regulations for the security and proper exploitation of what appears to be a valuable national asset.

Although in the north the thermometer in the winter season registers low temperatures, the cold is much more bearable than are far higher temperatures in countries where there is humidity in the atmosphere. There is said to be little or no difference between the climate at Lesser Slave Lake and that at Edmonton, 250 miles to the south. The Chinook winds blow as far north as Fort Providence, and for twenty-one days during last January it was not necessary to wear overcoats there. West of Peace River Crossing stockmen require to feed their cattle about seven weeks in the winter. East of that the snow is deeper, and cattle have to be fed a little longer. At Fort St. John, on the Peace river, they often sow wheat in March, and invariably in April.

Last year at the same place they began cutting the wheat on the last day of July.

Although, on account of the lack of means of communication, and the existence of considerable areas of unsettled lands in the organized provinces to the south and east, there is as yet no great influx of immigration, settlers have been going into the Mackenzie Basin country every year, particularly to the Athabaska district, and the few

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widely-scattered and small settlements are steadily, if slowly, increasing, while new settlements are being gradually established.

As to means of communication with the outside world, those living in this part of the Dominion look forward hopefully to the extension of railway facilities to give their products a route of exportation to the markets of the world. And the construction of railways northwards from the Saskatchewan Valley is being anticipated. The evidence also shows that the pioneer settlers consider that it would be of vast advantage to this region if direct rail communication with Hudson bay could be provided and the practicability of the Hudson bay water route to Europe established. In view of the importance attached by the people of this far western country to the subject of the proposed Hudson bay route, your committee devoted considerable time to its investigation, and heard much very important evidence bearing thereon, details of which will be found in the evidence submitted herewith. There is an admirable natural harbour, susceptible of improvement, at Churchill, at the mouth of the Churchill river.

The evidence taken before your Committee demonstrated forcibly the great extent and possibilities of the inland waterways of the Mackenzie Basin. There have been a few steamboats plying successfully for years on the longer stretches of the Mackenzie, the Peace, the Liard, and the Athabaska rivers, and also on Lake Athabaska and Great Slave Lake. The striking fact was elicited that by the construction of two tramways of an aggregate length of about 20 miles, a continuous water and rail route of 3,000 miles of uninterrupted communication, the longest inland water route in the world, can be provided. The matter might well be made the subject of official examination.

## RECOMMENDATIONS.

Your Committee has the honour to submit the following conclusions for the consideration of the government:—

(1) That an effort should be made to settle as early as practicable the disputed boundary between Canada and Newfoundland on the eastern coast of Labrador.

(2) That the construction of a railway connecting existing railways with Fort Churchill, on Hudson bay, would open up a large tract of land well fitted for settlement, as well as afford an additional outlet for the products of the west, and where settlements are now being made.

(3) That in order the more thoroughly to determine the resources of the cultivable land of this district, and its forest and mineral wealth, exploring parties be appointed composed of men qualified to report as to the geological formations, the quality of the soil and its natural productiveness, the extent and value of the timber lands, and the navigability of the various watercourses which intersect this district.

Your Committee has the honour to draw attention to the fact that it appears that wheat and other cereals ripen as far north as Fort Providence, latitude 61°30', some 600 miles north of Edmonton. But, as travel in this region is confined to the main waterways, and settlement also clings to the main lakes and rivers, knowledge of the country

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is limited to comparatively narrow strips of territory, and consequently the information furnished your Committee is incomplete as to the exact extent of the wheat-bearing belt in the Peace River and Mackenzie River Basins. Moreover, it was not clearly established whether the arable quality of the lands throughout the whole extent of these two river-basins was uniform, as the evidence, for the reasons given, covered but a small part of the territory in question.

All of which is respectfully submitted.

THOMAS OSBORNE DAVIS,  
*Chairman.*

N.B.—The above report was presented to the Senate, Wednesday, April 17, and adopted Monday, April 22,



## THE EVIDENCE.

NOTE.—The evidence as published herewith has been condensed to the extent of eliminating obvious repetitions, and the transposition of the shorthand report from the form of question and answer into that of direct narration. No essential statement of fact or opinion has been omitted, and, in so far as could be done in rendering in the second person evidence given in the first, the exact expressions and words of the witnesses have been used.

In short, the desire has been to present the evidence in as readable and intelligible a form as possible, and at the same time to preserve the exact and complete statements of each witness.

To avoid confusion, the evidence has been divided and arranged in three sections, as follows:—

Section A.—That relating to Ungava Territory.

Section B.—That relating to the region west of Hudson bay, east of the Rocky mountains and north of the Saskatchewan watershed, including the northern portions of the provinces of Saskatchewan and Alberta, and the Territories of Keewatin and Mackenzie.

Section C.—That relating to the navigability of Hudson bay and Hudson strait as an alternative means of communication with the western regions of Canada.

The evidence of the various witnesses, in the three sections, is given in the order in which it was heard by the Committee, and in cases where witnesses gave evidence referring to more than one section, the testimony has been divided, to keep the subjects as far as possible distinct.

### SECTION A.—THE TERRITORY OF UNGAVA.

EVIDENCE OF A. P. LOW, Esq., B.A.P.Sc., F.R.G.S., DIRECTOR OF THE  
GEOLOGICAL SURVEY OF CANADA.

Albert Peter Low., B.A.P.Sc., F.R.G.S., &c., Director of the Geological Survey, was examined before the Committee February 1, 1907, and submitted a list of the officials on the staff of the Geological Survey whom he thought would have special knowledge of the matters under investigation.

Mr. Low was first examined generally as to the area, geographical features and resources of Ungava.

The territory of Ungava, the witness explained, is separated from the northern portion of the province of Quebec by a line drawn from the mouth of the East Main river on James bay eastwardly up the main branch of that river to its headquarters in Pata-misk lake near the 53rd degree of N. lat. and from there by an east and west line which extends to the upper waters of the Ashuanipi branch of the Hamilton river, and that river is then followed to its mouth at the head of Hamilton Inlet. The area of Ungava

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district is about 250,000 square miles, and does not include a strip along the Atlantic coast extending southward from Cape Chidley to Blanc Sablon in the Strait of Belle Isle, which is under the jurisdiction of Newfoundland.

The land of Ungava is a rolling plateau. This part of the country is from 1,000 feet to 2,500 feet in elevation, except in the northern part, where it is somewhat lower, probably not more than 500 feet high between Ungava bay and Hudson bay. The agricultural possibilities are not great.

#### THE WOODED AREAS.

The climate is fairly cold even in the summer time, and the tree line extends from just a few miles north of Richmond Gulf on the Hudson bay side across to the head of Ungava bay, and crosses the Koksoak river about ten miles from its mouth. There the trees are only small spruce and tamarack. A fairly high range of hills extends southward from Cape Chidley along the Atlantic coast from 3,000 to 6,000 feet in elevation, and they are wooded. The tree line south of Ungava bay is regular as far as the mouth of the George river, and there on account of the high and being reached it bends to the south and a barren land occurs to the eastward where no trees are found. The bays on the Atlantic coast are wooded at their heads, and after reaching about latitude 56° the trees begin to extend to the outer shore line. The outer islands are not wooded, but when Hamilton Inlet is reached, in latitude 54°, the land is fairly well wooded to the coast line, and in the country around Hamilton Inlet there was also a fairly good growth of timber in former years, but a great part of it has been destroyed by fire; so that the timber now on the Atlantic coast is practically confined to the heads of the bays. This timber comprises white and black spruce, tamarack and a few white birch, and while there are still some fairly large trees there, most of them have gone. The large trees are now to be found in small areas in some of the bays.

Besides Hamilton Inlet there are other areas in northern Quebec, in Newfoundland territory, and at the head of Cartwright bay. In these areas there are fairly large trees which would measure up to three feet in diameter.

There was excellent spruce there, but the fishermen cut a lot of it for firewood and destroyed much more by carelessness in starting fires. Towards the head of Hamilton Inlet there is some excellent timber suitable for schooner masts. The big trees are fairly old and there are clumps here and there along the rivers. Up on the table land there is practically only black spruce and tamarack, and they are small. The good timber is only to be found in the lower valleys.

#### AGRICULTURE.

As a rule the soil is sandy; it is a boulder drift coming from the Laurentian rocks, except up in the country in the middle of the peninsula, where there are rocks of the same age as those round Lake Superior, containing a large quantity of iron. There the soil is much better, in fact fairly good.

Beyond the northern timber limit, the country is barren or covered with small shrubs and Arctic plants. Witness had seen crops growing in there. Fairly good potatoes and vegetables are grown at East Main river, and also at Hamilton Inlet, but no wheat or barley is grown there now. Witness had no doubt, however, that a short distance up the East Main river they could grow oats and barley; and probably at the head of the Hamilton Inlet some wheat, but the country will never be an agricultural country; it is too cold.

There are no areas which could be called prairie land. The land is rocky, what might be called a rough country, very much the same as the north shore of Lake Superior, though not quite so rough.

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The summers are not very long, and the spring is late. There are no crops grown until well in June, but good vegetables are grown at the Hudson Bay post on Hamilton Inlet, and they have been growing them there for seventy-five years. Mr. Low added that he did not think there would be much difficulty in growing the more hardy grains there. In the interior, during summer time, there are rain showers almost every day, but no heavy rains, except for an occasional thunderstorm. On the coast there is ordinary summer weather. Fogs are frequent along the coast.

Witness had been over a considerable portion of Ungava. He had gone from Lake St. John to the East Main river and down it to Hudson bay. Then he went up the Big river and down the Great Whale river, and also made a trip from Richmond Gulf to Fort Chimo, again going up from Lake St. John to Lake Mistassini and across to the East Main, then up that river to its headquarters, and across to the Keniapiskau river, and down it to its mouth at Ungava bay. The following year he explored the Manicouagan river to its head.

There was a post at Michikamau, and there is one at Nichicun and another at Mistassini. There were also posts at other places, but they have been abandoned for twenty or thirty years.

## UNGAVA TIMBER.

The principal forest areas of Labrador peninsula are in the province of Quebec. Of course going north the trees get smaller and more ragged, and they have branches almost down to the ground. In this upper land they grow in open glades, and the trunks are not clear and clean, and consequently do not make good logs. Some of the timber would do for pulp very well, but in the Ungava Territory the trees are confined almost wholly to the river valleys and the edges of the lakes, and there is a large area of the country that is barren ground.

The northern limit of the timber line extends from the mouth of the Nastapoka river to the mouth of the Koksoak river on Ungava bay. To the south of that there is a lot of country that is not timbered at all except in the river valleys and around the lakes, the upper lands being barren. These barren lands practically extend down to the boundary of Quebec, so that in Ungava itself, inside the tree limit, witness did think half the country was covered with timber, but he is not aware that any approximate estimate has ever been made by the government as to this.

## COMMERCIAL VALUE OF THE TIMBER.

The only timber of commercial value that will be found there is on the rivers flowing into James bay, and perhaps as far north as the Great Whale river. The timber extends inland from James bay as far as the lakes in the centre of the peninsula and between one hundred and two hundred miles along James bay. There are rivers where the timber could be floated, no doubt about that, and it is along the rivers the timber is found.

To reach these forest districts and make them of commercial value, the best way would be via Hudson bay and the rivers flowing into it, for the districts on the bay side. In the rivers flowing north there are practically no timber limits. There is a fairly large timber industry at Hamilton Inlet, but none inland, and there is some good sized timber up the Hamilton river. As to what the cut was last year witness had no idea. The country is fairly well forested up to the foot of Hudson bay, with spruce, tamarack, white birch, banksian pine and aspen.

James bay is very shallow. There are a great many shoals in it and rocky islands which make it very bad for navigation. In fact witness did not think the east side could be navigated with large steamers. The Hudson Bay Company has a schooner down on the bay, and the captain says he knows every shoal because he has been on it.

## EXCELLENT WATER POWERS.

There are excellent water powers in the rivers. Asked how Grand Falls on Hamilton Inlet would compare with the greatest water-powers of Ontario, Mr. Low stated that the greatest water-powers of Ontario are small in comparison. The waterfall at Grand Falls is a good deal larger than Niagara, having about nine million horse-power, which is not being used at all now, though it might be made use of quite easily at any time if it is wanted. It is 300 miles practically from the sea, and the only purpose for which it might be utilized is in connection with the development of the iron ores, and of course that is a question for the future to decide. There is a great supply of iron in that country which will probably be valuable in the next twenty-five years.

## THE INLAND AND COASTWISE FISHERIES.

The fisheries throughout the territory are excellent. The large lakes and streams are all well supplied with fish. Large lake trout, similar to those found in Lake Superior, and whitefish are very abundant in most of the lakes, as also are brook trout in the rivers and smaller streams.

Lake trout have been caught weighing as much as fifty or sixty pounds, but the average fish is about three feet long and weighs about eight pounds. Whitefish are found in all these lakes, and also the pickerel and the sucker, so that the waters are fairly well supplied with fish. When Mr. Low was on the Hamilton river, he and his party lived for about three months on the fish caught from day to day, and they were never short of food. By setting a net at night they had a good supply of fish for the day. The fish caught were lake trout, brook trout, whitefish and some small land-locked salmon.

The coast fisheries belong to Newfoundland up to Cape Chidley, but in Ungava bay there are some cod fish and the sea run salmon are very good. The George river produces quite a number, also the Whale, Koksoak and Payne rivers, the latter being in Mr. Low's opinion about the limit for salmon going west, though the Esquimaux catch plenty of them in this river during the summer when they last for about six weeks.

Questioned as to what commercial fishing is done in the interior of Ungava and also along the coast, Mr. Low stated that the Hudson bay people catch salmon in the George, Whale and Koksoak rivers, and there is also fishing done along the southern coast of Ungava bay.

Mr. Low explained that he does not think cod fish migrate in and out of Hudson bay. They are found in Ungava bay, and Mr. Low has taken them on the east coast of Hudson bay, and while they are not large or plentiful so far as is yet known, it seems probable that a fair supply will be found in Hudson bay.

## THE WALRUS FISHERIES.

Walrus are taken in the northern part of Hudson bay. They extend down as far as Belcher Islands on the east side of the bay. They are hunted mostly by the Scottish whalers who both spear and shoot them. The Americans do not hunt them much. There is a Scottish steamer that goes through Hudson strait every year and engages in the walrus fishery.

Mr. Low did not think the government had done anything as yet in the way of protecting any of these fisheries, but, in his opinion, as at the present time it is only the natives who catch for their own use, protection is not required very much, but as soon as general navigation opens in Hudson bay it will be necessary. The walrus fisheries, however, should be protected at once, because for one walrus taken there are about three killed. Probably four or five hundred walrus are actually

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obtained during the season in Hudson bay and strait, which would mean a slaughter of perhaps twelve or thirteen hundred, two-thirds of which are lost.

The walrus is not a valuable animal but yields a certain amount of blubber which is made into oil, and the skin is only worth from four cents to twelve cents a pound. Mr. Low did not know what the value of the blubber is or what is considered the average value of a walrus.

The Scottish whalers go in there chiefly for walrus, and sometimes they have taken out from 500 to perhaps 2,000 skins and carcasses.

At present the Scottish firm have a ship that goes into the bay which is used in hunting both whales and walrus, they also have two sloops up there, so that these three vessels are engaged in the business, and usually there are one or two American schooners also—perhaps half a dozen vessels in all. The Hudson Bay Company's vessels do not fish there.

## SEAL FISHERIES OF HUDSON BAY AND STRAIT.

In Hudson bay and Hudson strait there are several species of seals, but not the fur seals, only the hair seals that are found in the Gulf of St. Lawrence and along the coast. These animals are not as plentiful as they are off the coast of Newfoundland in the spring, but there are a fair number in Hudson bay and along the coast. There are four or five species coming into Hudson strait and passing in and out of the bay, but the harp seal comes in and it is found in Hudson bay. The hooded seal also comes part way into Hudson strait, it is the Greenland seal which comes south and whose young are killed in large numbers off the coast of Newfoundland every year.

These seals belong to the Atlantic and Mr. Low did not know whether they went into the strait just for a tour or some such reason, but it appeared as if they were just travelling about on their trip to the north. There is no breeding ground there; as these seals breed on the ice, not on land like the fur seals, none of which are found there. The native seal of Hudson bay are the small bay seal, the big seal, and the harbour seal, all breeding there.

## FUR-BEARING ANIMALS.

The marten is the chief fur of Labrador and there are also foxes, otters, mink, black bears, and further north white bears. The best skins in the world are obtained in Labrador. These animals are trapped by the Indians and the Esquimaux, but there are no white trappers. The pelts are sold to the Hudson Bay Company, and the Revillon Bros. who are also in there and who buy direct from the native trappers.

The principal fur-bearing animal in Hudson bay or strait is the white bear or the Polar bear, which is fairly numerous, and of which from 50 to 100 skins are obtained each year.

There are reindeer or barren-ground caribou in Ungava, and the woodland caribou. No buffalo. The beaver goes north almost to the tree limit. They are found in Richmond Gulf. As regards feathered game, there are partridges, geese and ducks. The latter are not numerous in Labrador. The food is not good, there being no wild rice about the lakes. The grey goose breeds along the rivers in summer time.

## MINERAL WEALTH OF UNGAVA.

In regard to the mineral wealth of Ungava a large area of iron-bearing rock extends from somewhere in the vicinity of the Hamilton river northward to Ungava

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bay, practically in a straight line. It is probably about 100 miles above the Hamilton river falls. This belt of iron-bearing rock is probably 100 miles long and 200 or 300 miles wide, southeast of Ungava bay.

In addition, there are patches of these iron ores on the west side of Ungava bay and on the Stillwater river, the western branch of the main Koksoak. We find them also on the Koksoak river, extending about 100 miles, and on Michikamau lake. Mrs. Hubbard's party found them below this lake, on the George river, so that there is a large area of iron-bearing rock there. The ore is a mixture of magnetite and hematite, resembling the iron ores on Lake Superior. There is no doubt that in the future, Labrador will furnish a large supply of our iron. It would have come out by rail, being inaccessible by water, away up on the table land above the Hamilton river falls.

As a rule these ores are not of very high grade, they run thirty or forty per cent.

Asked if these ores were not as good as the Nova Scotia ores being taken to Sydney, and carrying a percentage of 54 or 55 per cent, Mr. Low said the percentage would be something like that. Some of the Labrador ores run as high as 60 per cent, 'and they are the largest iron-bearing beds we have.'

#### IRON DEPOSITS VALUABLE.

The iron-bearing sands along the lower St. Lawrence could not compare with the Labrador ores, as it had been impossible to separate the sand and iron of the St. Lawrence deposits.

Mr. Low said he placed a high estimate on the future commercial value of the Labrador iron ores. There is no doubt they are going to be of considerable importance in the future. The greatest difficulty in making them commercially valuable is the 'problem of transportation. But there are several millions of horse-power in the Grand Falls of the Hamilton river, and in addition to mechanical horse-power it would also furnish the heat whereby by an electrical process, the reduction by electricity might be performed. Transportation might also be provided by electric power.

There is neither coal, coal oil or natural gas in Ungava.

On the east coast of Hudson bay, near Richmond Gulf, there are lead ores in the ancient rock. The galena does not carry very much silver. There is more iron in this vicinity also.

There are patches of copper in Labrador, but none of those found so far are very extensive in size, and would hardly pay. On the East Main river there is found a conglomerate very similar to that around Cobalt, but up to date there has not been much silver found in it. Nickel has not been found yet—the rocks are fairly promising, however, for nickel deposits. As regards gold, there is not much indication of it so far. That is a thing that may be found anywhere. It must be borne in mind that the Geological Survey has only explored some three or four hundred miles of the surface of the country.

Hon. Mr. FERGUSON.—'There have been some private exploration for gold on the Labrador coast from the maritime provinces. There are some lines that are opened up at Rammah, on the Atlantic coast, by the people of Nova Scotia, mining iron pyrites for the cold content. I do not know if results were successful.'

Hon. Mr. CASGRAIN.—'Some United States syndicates have been exploring in the northern part of Ungava for the past two years.'

Mr. LOW.—'There have been exploring parties there, but they went more for the trip than anything else. I do not think they were after minerals.'

The witness proceeded to explain that there is mica in Ungava, and traces of asbestos have been found at Chibougamau.

There is a mica mine being worked on the northern shore of Hudson strait. It is the only mica mine being worked up there, and the working is done under the regulations of the Department of the Interior.

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## THE CLIMATE.

The climate of Ungava varies considerably. The summer season begins some time in June and ends about November 1. The summer is not bad, but, it is a very long and cold winter though the snowfall is not heavy. The minimum temperature runs down to sixty degrees below, occasionally.

Of course a distinction must be made between the northern and southern regions, for they must be 600 miles apart.

In the central southern region the minimum goes down to 50 and 60 and the summer temperature rises sometimes to about 80. The northern regions are generally colder. There is frost every month in the year in both the northern and the southern parts of the territory. Mr. Low could furnish temperature statistics for certain years, he said, but not for every year.

The temperature on the east side of James bay near the Quebec boundary is fairly high in summer. Of course, the cold water of Hudson and James bays keeps the temperature low on the coast, but a few miles inland it rises to 80 and 90.

Honourable Mr. Ferguson drew attention to the fact that Dr. Robert Bell and Mr. O'Sullivan had both spoken of the wonderfully warm temperature of the water about the head of James bay. They gave the date September 25.

Mr. Low replied that he had been in the water but never found it warm. In the southern bays, like Rupert and Hannah bays the tides run out several miles and that leaves a wide margin between high and low water. That would be mainly river water, but fairly brackish. If you go out some distance it is not so warm. Swimming on the surface is not particularly cold, but if you dive down it is very cold.

## SETTLEMENTS.

Asked about settlements in Ungava, Mr. Low explained that there are very few settlers in Ungava. Of course, the Indians travelled about the interior, south of the tree line, namely, tribes of Montagnais, Nascaupics, and Crees. The Eskimo are not very numerous, probably not more than 1,500, and of these about 1,000 are under the Moravian missionaries on the Atlantic coast. The remaining Eskimos are also christianized, those in Hudson bay being under the charge of the Church Missionary Society of London.

It is an exceedingly rare occurrence for the Indians and Eskimos to intermarry. There are about the same number of Indians as of Eskimos in the territory, not more.

The only white people in Ungava are those engaged in the Hudson Bay Company's service or by Revillon Frères, a similar trading company. The Hudson Bay Company have posts at Rigolet, Davis Inlet, the Northwest River, and another on the Atlantic coast. In Ungava bay there are posts on George river, Whale river and at Fort Chimo. Then there is a long stretch of coast without posts until Little Whale river is reached on Hudson bay. The succeeding posts are at Great Whale river, Fort George and East Main, and there is a post in the interior at Nichicun at the head of the Big river which comes in at Fort George. Revillon Frères, have a post at the mouth of Big river, and another at Northwest river, opposite the Hudson Bay Company's post.

## MEANS OF COMMUNICATION.

At present the only means of communication is by canoe following the waterways. The Hudson Bay Company use large bark or canvas-covered canoes. It would be impossible to get anything valuable or weighty out from the interior of the country at present. Of course the Hudson Bay Company take in supplies and

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take out furs every year, by water. They follow the branches of the East Main river down for about 100 miles, then cross to the Rupert river, and follow it to its mouth at Rupert House.

The Hudson Bay Company have a central warehouse at Charlton Island, where their ship unloads supplies. The *Discovery*, of some 500 tons, and drawing probably 16 or 18 feet, performed this service.

On the east coast of James bay there are fairly good ports round the mouth of Big river, but very few on the southern part. In the vicinity of the Paint Hills some useful harbours might be found.

To make navigation successful in the vicinity of Moose Factory a good deal of dredging and improvement would be required to keep it open. The shores are not abrupt, as a rule, either on James or Hudson bay. There are ports but no harbours, Mr. Low thinks, on the east side of James bay that would accommodate large ocean steamers without a great deal of previous preparation.

Mr. Low, in reply to a question by the Honourable Mr. Power, said that he had been to the mouth of the Nottaway river. It is a large river running through a great part of the province of Quebec. Witness doubted if there is a good harbour at its mouth—there is a three-fathom channel, but after the entry into Rupert bay the channel is not well marked by buoys, and it will soon be all ground. Witness had been aground there several times, with fairly small boats. The coast is low. There is a bold, high region of coast north of Cape Jones, after that it gets low again almost continuously to Hudson strait.

What witness said about Ungava applied also, he explained, to the portions of Quebec adjoining Ungava. It is impossible to make a distinction.

If he were going to open up that country for commerce and development he would suggest a route by rail connected with the present railway system, by Lake St. John. The distance from Lake St. John to Ungava is about 300 miles. He would start from Roberval, and there is already a charter for a railway that way. So far there is no railway north of Lake St. John pointing to Ungava.

#### THE COUNTRY ROUND JAMES BAY.

The Honourable Mr. Power asked Mr. Low whether the portions of Quebec and Ontario which slope towards James bay are of any value for commercial purposes. Mr. Low replied that he thought they would be in the future. The land is very good and limestone extends round there, and goes up the Moose river about 150 miles. You have to go up that far before you get into the archaic rocks. The old rocks and the limestones are found in the bed of the river for about 60 miles up, and the overlying drift would make excellent soil, sand and clay. The climate is not too bad. A limestone country is usually a good country, and of course there were heavy deposits of clay with lighter deposits of sand, forming the surface of the soil in that country. It is deposited from wash in the sea. His observation with respect to that did not apply to the whole of the country which slopes into James bay. Unfortunately the east side for a large area is not very good. There is no limestone on that side, and the country slopes up fairly rapidly, and the soil as a rule is quite sandy.

On the Quebec shore of the bay the limestone has never been found in place. There have been found broken pieces of it, so that probably underneath the deposits of drift there are some beds of limestone, but it is of no great width. It is probably not wide and in many places it is not there at all, because we have these old granites and archaic rocks immediately coming above the surface.

The soil on that portion of the Dominion which fronts on James bay is rather better in Ontario than it is in Quebec, but there is no doubt that much of the country around the south end of James bay will be good. Witness had not computed its extent.



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The little district in the province of Quebec between the mouth of the Nottaway river and the Ontario boundary is fairly fertile. It extends around to about the mouth of the Rupert river, and on the Rupert river it extends in, probably 40 or 50 miles, and then it gradually goes out towards the coast, so that at the north of the Big river it is practically cut out altogether. It narrows from the southern part towards the Big river and practically ends there.

## THE LABRADOR LINE.

Questioned as to the boundary line between Ungava and the strip of Labrador over which Newfoundland exercises jurisdiction, Mr. Low said he understood it is not defined. This part of the peninsula of Labrador is a strip along the coast, and a lawsuit is now pending as to the extent of Newfoundland's jurisdiction. Newfoundland gave timber licenses and the Quebec government is contesting the right.

N.B.—Mr. Low was also examined with regard to the region north of the Saskatchewan watershed and also on the question of the navigability of Hudson bay.

EVIDENCE OF THE HONOURABLE WILLIAM CAMERON EDWARDS,  
MEMBER OF THE SENATE, LUMBER MERCHANT AND MANU-  
FACTURER.

The Honourable W. C. Edwards explained that his firm had for several seasons had reliable and skilled men exploring Ungava for timber limits, and he was perfectly well informed of the resources of most of the territory in the way of timber. He had never been there himself, but his five explorers were men of the highest character and great experience, and their statements could be accepted as being correct. His firm had three exploring parties for three consecutive winters in Labrador and Ungava. The first expedition there resulted in nothing, because of the very unfavourable regulations that existed in the Newfoundland territory with regard to their timber concessions, and also from the fact that the Newfoundland people were dealing with territory, which in the opinion of Senator Edwards was not their own, but belonged to Quebec.

Senator Edwards' firm had explored right down the Albany river and to Hudson bay. Almost all the Quebec portion from Abitibi eastwards its parties had explored. They had, moreover, not only explored all the Hamilton inlet district, but all the rivers from the mouth of the St. Lawrence up to the head of the Island of Anticosti.

AGRICULTURE.

Under this head Senator Edwards did not do much more than briefly corroborate what Mr. Low had said. He remarked that on account of the limitations of agriculture, small companies could not operate in the Hamilton Inlet district, simply because the country is valueless. True you can grow something in there. True for a few months in the year vegetation is rapid, but you cannot commercially grow anything there. The same applies to the north shore of the St. Lawrence from the Gulf of St. Lawrence to the Island of Anticosti.

FORESTRY.

Back some distance from the Labrador coast and in the immediate valleys of all the streams in that district the timber is large; also in the district around Hamilton Inlet, around Melville bay, up the Hamilton river in the valleys of all the rivers running into Hamilton Inlet, and also in the valleys of the rivers extending from Chateau bay to the head of the Island of Anticosti.

The timber within these areas is large and good, but the strips do not extend back from the streams for any distance. From half a mile to a mile on each side of the streams would be the extreme.

As to the timber on the mountains about Hamilton Inlet, Senator Edwards was disposed to think Mr. Low had rather underestimated its quality. On these mountains there is a vast quantity of perfect timber. The objection to it for Senator Edwards' purposes was that it is scrubby. That is the only objection, but the time will come, if that timber is preserved, when it will be very valuable. Senator Edwards remarked that he was one of those who hold that the province of Quebec in this Hamilton river country has one of the best timber districts on the North American continent if only preserved, but burning is going on to a tremendous extent, the work of the few settlers that are there. Valuable areas of timber are being burned

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up. Settlers simply light fires in the summer time to dry the timber for their winter use. These fires extend over vast areas, and enormous portions of the country have been burned. The senator explained that he had taken five hundred miles of limits there, and allowed them to expire, simply because of the regulations.

On the mountains around Hamilton Inlet there is an enormous quantity of pulpwood. Mr. Edwards said he did not know any place where there is a greater area of pulpwood than there is on the Hamilton Inlet, around Melville bay and for a certain distance into the interior. On the immediate coast of the Atlantic, from Hamilton Inlet to the St. Lawrence, there is no timber.

As to the character of the timber around Hamilton Inlet and the streams running into it, it is disputed whether the first ships masts cut on the North American continent were cut there or at some point in Nova Scotia.

His information was that there was no timber in Ungava north of Hamilton Inlet.

HON. MR. CASGRAIN put the following question:—'Is it not a fact that up in that country it is impossible to conduct lumber operations and make them a financial success? You could not grow anything. You have to take your hay and oats for your horses, and your labour, and you have to house your labour and build up all your roads. In fact, you have to take a church in there for your labouring men, and won't that eat up the profits?'

SENATOR EDWARDS replied:—'Not at all. If large areas were handed over to a concern, or various concerns, which would administer the district properly; it would pay. That is exactly what I offered to do. You give me a large enough district and I will give you an enterprise. A large concern could overcome the difficulties, but no small enterprise could go in there and exist.'

Senator Edwards went on to explain that some of the lumbermen operating there are getting labour from Norway.

## WATER-POWERS.

Senator Edwards described the Grand Falls at Hamilton Inlet as 'one of the best water-powers in the known world.' It has an enormous head; he did not know exactly what. It has a very large and a never failing water supply, and from the fact that vessels can get right in there, and that there is this large area of pulpwood country in there, there is no district more valuable in the Dominion of Canada than that region; but, its timber resources are being unfortunately destroyed by the bush fires set by the sparse settlement of fishermen.

## SETTLEMENTS.

Senator Edwards explained that these poor fishermen eke out but a miserable existence. They are practically starving to death.

There are several Hudson Bay Company posts in that region, who subsist on the fur trade with the natives.

The Newfoundland government claim jurisdiction completely round Hamilton Inlet, and over a much wider strip than usually marked on the maps. In fact the island colony exacts duties there, and even up the Hamilton river. A Mr. Benjamin is lumbering on Melville bay, clearly in the territory of the province of Quebec, but he is operating under regulations of the government of Newfoundland.

## MEANS OF COMMUNICATION.

As to the means of communication with the eastern part of Ungava Territory, Senator Edwards explained that explorers going there go up the Hamilton Inlet; and

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the largest ocean vessels can go up Hamilton Inlet and unload right off the banks; so that in that respect this valuable producing country would be perhaps better served in that respect than any other portion of the country.

It is possible for shipping to get into Hamilton Inlet for quite a long period each year. One of the advantages of the territory is its nearness to the British market, it being only a ferry across the Atlantic.

Senator Edwards remarked that the information he had given the committee had cost him about \$30,000 to learn.

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**SECTION B.—THE RESOURCES OF THE REGION WEST OF HUDSON BAY,  
EAST OF THE ROCKY MOUNTAINS, AND NORTH OF THE SASKATCH-  
EWAN WATERSHED.**

EVIDENCE OF MR. A. P. LOW, B.A.P. SC., F.R.G.S., DIRECTOR OF THE GEOLOGICAL SURVEY, GIVEN BEFORE THE COMMITTEE, FEBRUARY 7, 1907.

Mr. Low explained that he had some personal knowledge of the territory of Keewatin, immediately to the west of Hudson bay. He went in by Lake Winnipeg and Berens river, proceeding up that river to the height of land and portaged to the head waters of the Severn river, flowing into Hudson bay. He followed the Severn river down through a number of largest lakes to Severn lake, where he met some Indians, and as he and his party were out of provisions at the time, the Indians took them across to the headwaters of another branch of the Severn flowing into Trout lake, where there is a Hudson bay post. Then they followed the branch to its junction with the Severn river and thence to the mouth. From the mouth they followed the coast to the mouth of the Nelson and Hayes rivers, and return home by the Hayes river, crossing again to the Nelson river, and so on up to Norway House at the head of Lake Winnipeg.

These rivers are navigable only by canoes as a rule, because there are many rapids and falls.

The country between Norway House and Hudson bay is not very elevated. The highest points in it are probably somewhere in the neighbourhood of 1,000 feet above sea level. For about half the distance to Hudson bay it is practically a rolling plain, and the rocks are ancient rocks of the Laurentian and Huronian age. Beyond that there was an ancient deposit of limestone and sandstone, extending in a wide line around the northern part about half way across. These are large limestones and they are lying almost flat. The country for about half way down from Norway House to Churchill slopes very gently towards the bay, so that the grade is not more than eight or ten feet to the mile, if it is that. The northeastern part is practically a plain.

There are considerable areas of low swampy lands. The surface going down into Hudson bay after you get into the Wolstenholme country is fairly swampy. The rivers have thrown up banks, and it is only at an occasional place that a break through those banks occurred to let out the drainage. In many places the river banks are from five to ten feet higher than the surrounding country, and in consequence the land beyond is drowned more or less, extending back for a distance as far as one can walk in a day very often.

The only other part of this west coast of Hudson bay Mr. Low had examined was up in the region at the far north near Cape Fullerton, where he wintered in the *Neptune*, and where the United States whalers as a rule winter when in Hudson bay.

**AGRICULTURE.**

Mr. Low considered that probably half the country due east from Norway House, say for 100 miles, would be fit for agriculture. He would rank the agricultural possibilities there as fair.

Of course there are very few settlements in there now, and the only one Mr. Low visited was a Hudson bay post at Trout lake, and they were growing peas and garden truck of all kinds, also potatoes and fairly decent looking crops. They were not bothered very badly with summer frosts, as Mr. Low could see from the crop of green peas. The climate seemed quite favourable for hardy crops. The soil areas that are fit for agriculture are fairly large; the rocky hills only crop at intervals, and there is quite a large area there that Mr. Low thinks will be fit for future settlement.

The low flat plain, southeast of the Nelson river, appears to be largely covered with muskeg and small spruce. He would suppose there was more muskeg and spruce land than hay areas. The sub-soil is clay largely. Down in the lower country near the bay there is a certain amount of sand on top. There is a fair amount of vegetable growth. Mr. Low remarked that he would not consider this low-lying area a good agricultural country at present, but with some drainage he thought a great deal of that country around James bay and Hudson bay is going to make a good agricultural country.

With regard to that territory south of Lake Winnipeg and east of Norway House and in the country southeast thereof, Mr. Low thought it would be a rocky country, probably a third rock, or hardly that. Most of the land not rocky would be timber lands. This would run up to about the eighteenth degree or probably more.

As to the far northern region about Chesterfield inlet and Fullerton, it is in the barren lands and unfit for agriculture. The tree line ceases on the coast close to Churchill and crosses off to the northwest towards Mackenzie. The country on the mainland there is quite low. The hills never extend more than 300 or 400 feet. There are no forests up there and the only natural resources would be probably the minerals, the furs and the sea and lake fisheries.

#### FORESTRY.

In his evidence as to the resources of the more southern sections of Keewatin which he had explored, namely, between Norway House and Hudson bay, Mr. Low stated that the forest, as in a great many other parts of Canada, had been largely destroyed by fire, but around some of the large lakes and on their islands and other places, a fair growth of timber is found in that region with white and black spruce, pine, aspen poplar and white birch of eighteen inches diameter. The trees are fairly clean, and a great many of them would probably make two or three logs, so that what remains of the timber there is fairly decent and good, except on the low swamp land, where the growth is confined to black spruce and tamarack of no great size.

There is no timber at Fort Churchill, that being practically on the limit of the forest area.

Throughout the more southern region described by Mr. Low, there is a good deal of wood that could be used in the manufacture of pulp.

All of the rivers in the region have water-powers.

#### FISHERIES.

The fish in the inland waters of Keewatin are like those in the other northern parts of Canada, and fairly abundant, especially in the larger lakes. The chief fish are the whitefish and the lake trout.

Mr. Low, in reply to a question by the Honourable Senator Ferguson, said he had not made a study of the fish of Hudson bay to any great extent. There had been no such special study. He went on to state that in Hudson bay the whitefish and the ordinary river trout have sea-going habits, and the Indians take quite a

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number along the shores in nets, more especially in James bay. In the mouths of the rivers there are a large number of whitefish and trout taken annually by the Hudson bay people and by the Indians.

There are no true salmon, but there is the Arctic salmon, which is found along the east side of Hudson bay from Cape Jones, and on the west side, north of the mouth of the Churchill river. These are in many places very abundant, and are caught freely in the summer time when they are out in the sea. They go into the sea about July and return to the rivers and lakes again in September some time. They are only out there about two months.

This Arctic salmon is an excellent fish, beautifully coloured, a very fine salmon colour, and it is not as rich a fish as the Atlantic salmon. It resembles the western salmon more than it does the eastern or Atlantic salmon. The salmon fishery on Hudson bay would no doubt have commercial value were there an outlet to a market.

The whitefish of Hudson bay is a very fine flavoured fish.

The portion of Hudson bay in the vicinity of Southampton Island is where the whale fishing is done. Formerly it extended to Marble Island. At present the whales do not come in the southern part, and the fishing now is in Kepple bay and through Frozen strait and in the adjacent bays and inlets. The whale fishing is gradually dying out in that country, and last year there was nobody hunting whales up there except the small Scottish whaling station which is situated somewhere near Nelson strait.

In reply to various questions, Mr. Low said he had no knowledge of herrings or mackerel going into Hudson bay, but there are some cod there. Mr. Low explained that the heavy cold Arctic current flowing through Hudson strait stops the salmon about the northwest corner of Ungava bay. They are found in all the rivers flowing into Ungava bay, but not further west, and the cod appear to have about the same limit. That is the limit of the migration of cod. But in Hudson bay there are cod. He had taken them up near Cape Fullerton and along that coast, but they have not been found very plentiful yet.

## FUR-BEARING ANIMALS.

There is considerable animal life and fur trapping done in the northern part of Keewatin. There are the ordinary northerly fur-bearing animals, and they are quite plentiful. There are a large number of coloured foxes. The black, and the silver and gray fox are taken out in that region, and these with the beaver, otter and marten form the principal furs of the country.

In the north each Indian has his hunting ground, and he usually hunts every three years. He hunts one winter and then gives the animals two years' rest. So they have some system and the man owns the lands practically.

There are cariboo in Keewatin, and Mr. Low believes that of late years the moose has been moving into the territory to the south of the Hudson river.

## MINERALS.

Mr. Low drew attention to the fact that the map of Keewatin shows a large number of lakes, like Gas lake, Island lake, Favourable lake, Severn lake, Trout lake, &c., and remarked that wherever these patches of water are seen it indicates softer rocks than the other parts. These rocks are usually Huronian, and in many places they carry good indications of minerals, copper pyrites and different sulphides of that kind. At Trout lake there is a large area of what is called norite rock. These are the rocks in which the nickel deposits of Sudbury occur, and there is great probability of a small deposit being found up there.

Marble island does not carry any mineral. It was so named because they thought it was marble when they first discovered it; but it is quartzite or hardened sandstone.

On the mainland where there are marked indentations, there is a large development of Huronian rocks, which contain four per cent of copper pyrites. These rocks have not been properly prospected yet, and there have been no claims taken up on them, unless it has been inside of the last three years or so. They have not been proven in any way. These large areas are there, and when Mr. Tyrrell passed down that coast he landed at a number of places, and at almost every place he stopped found deposits of copper pyrites. Between Chesterfield and Fullerton there are several fairly decent deposits of iron pyrites, and some of these contain small deposits of gold.

Gold was found by Dr. Wright somewhere in Whitcher Inlet, but beyond those discoveries nothing of a definite character is known of the minerals of the far north.

The island of Southampton is formed of limestone, and a band of this ancient Huronian Laurentian rocks, which crosses at the north side of it.

There have been no indications of coal discovered in Keewatin, but Mr. Low explained that on hurried trips such as he had made it was impossible to examine mineral deposits very much, and one is liable to lose many of them. The general character of the southern part of Keewatin as regards mineral resources is good.

#### CLIMATE.

As to the climate of Keewatin, Mr. Low explained that while in the far north, about Chesterfield Inlet, it is Arctic, in the southern part, south of the Nelson, it is fairly good he thought, for settlement. The summer frosts are rare, and he thought with the opening up of the country it would probably improve. He considered that settlers in there would not have any more difficulty in summer than they would in the settled part of the Northwest.

The summer is probably equal to that of Saskatchewan. The length of the summer days is an advantage. They get more sunlight during the summer than do the people of Ontario or other points further south, and that is a distinct help to vegetation.

#### MEANS OF COMMUNICATION.

Mr. Low thought that there would be no difficulty about railway construction in Keewatin. It would be quite easy to get a railway through to Hudson bay.

NOTE.—Mr. Low was also examined with regard to the navigability of Hudson bay and Hudson strait. See Section C.



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## EVIDENCE OF MR. R. E. YOUNG, OF THE DEPARTMENT OF THE INTERIOR, SUPERINTENDENT OF RAILWAY AND SWAMP LANDS, GIVEN BEFORE THE SELECT COMMITTEE, FEBRUARY 7, 1907.

Mr. Young explained that he had no knowledge from personal observation of any of the tract of country to be covered by the committee's investigation, nor could he claim to have any great amount of knowledge from study of the available sources of information. He had, however, been impressed for some time with the importance of obtaining some more accurate information than seems now to be available of the northern portions of the provinces of Alberta and Saskatchewan and the country lying north of the province of Manitoba.

The witness proceeded to explain in a few words why such an investigation appears to be important and urgently required now.

About two years ago there was prepared under his direction a map hanging on the wall of the committee room and marked 'No. 1.' This map, he thought was the means of first drawing general attention to the fact that with regard to the known portions of the provinces above referred to, the area available for homestead settlement was not nearly as great as had been supposed, and that at the rate at which settlement was progressing, it would before many years be exhausted. On this point he asked the committee to compare the map above mentioned which was of date May 1, 1905, with an adjoining map marked 'No. 2,' of date May 1, 1906, and to note the extent to which settlement had progressed, as shown by the red colour, in the interval.

Mr. Young also invited consideration of a map marked 'No. 3,' which showed in red colour the homesteads taken up during the year 1906. He also placed before the committee for consideration in this connection the following statement showing the number of homestead entries reported in each year since 1874:—

Departmental Year ended—

	No. of Entries.
October 31, 1874. . . . .	1,376
“ 31, 1875. . . . .	499
“ 31, 1876. . . . .	347
“ 31, 1877. . . . .	845
“ 31, 1878. . . . .	1,788
“ 31, 1879. . . . .	4,068
“ 31, 1880. . . . .	2,074
“ 31, 1881. . . . .	2,753
“ 31, 1882. . . . .	7,483
“ 31, 1883. . . . .	6,063
“ 31, 1884. . . . .	3,753
“ 31, 1885. . . . .	1,858
“ 31, 1886. . . . .	2,657
“ 31, 1887. . . . .	2,036
“ 31, 1888. . . . .	2,655
“ 31, 1889. . . . .	4,416
“ 31, 1890. . . . .	2,955
“ 31, 1891. . . . .	3,523
“ 31, 1892. . . . .	4,840
“ 31, 1893. . . . .	4,067
“ 31, 1894. . . . .	3,209

		No. of Entries.
Decem.	31, 1895 . . . . .	2,394
"	31, 1896 . . . . .	1,857
"	31, 1897 . . . . .	2,384
"	31, 1898 . . . . .	4,848
"	31, 1899 . . . . .	6,689
June	30, 1900 (half year; change to fiscal year) . . . . .	7,426
"	30, 1901 . . . . .	8,167
"	30, 1902 . . . . .	14,673
"	30, 1903 . . . . .	31,383
"	30, 1904 . . . . .	26,073
"	30, 1905 . . . . .	30,819
"	30, 1906 . . . . .	41,869

These figures were taken from the last report of the Department of the Interior.

Mr. Young also placed before the committee the figures of immigration for the last ten years, taken from the same source, as follows:—

Year.	Total.
1896-7 . . . . .	21,716
1897-8 . . . . .	31,900
1898-9 . . . . .	44,543
1899-00 (arrivals for 6 months only) . . . . .	23,895
1900-01 . . . . .	49,149
1901-02 . . . . .	67,379
1902-03 . . . . .	128,364
1903-04 . . . . .	130,330
1904-5 . . . . .	146,266
1905-06 . . . . .	189,064
Total . . . . .	832,606

It will be noticed that commencing in the year 1902, a rapid increase took place in the number of homestead entries—the entries for 1906 being nearly three times as great as in 1902. The figures are the figures for the fiscal years. Mr. Young had also the figures for the calendar year 1906, which are 42,012, showing that the rapid growth of homestead settlement was continued up to the latest period for which records are available, that is to January 1 last.

Forty-two thousand entries would represent 6,720,000 acres of land.

The odd-numbered sections have not up to the present time been open to homestead entry, having been reserved in connection with the land subsidies earned by railways. These railway land subsidies are now almost entirely closed out, so that an approximate estimate can be given of the odd-numbered sections remaining in the portions of Alberta and Saskatchewan dealt with in the maps in question. Taking the tract of country bounded on the north by Township 65 in Alberta, and Township 59 in Saskatchewan, and lying east of range 7, west of the 5th meridian, indicated by a line in black on the map, or say taking it roughly 50 miles of country north of the Saskatchewan river, there will be in this area, approximately, slightly under 30,000,000 acres, in odd-numbered sections.

It is from a consideration of these facts that it had seemed to Mr. Young important that all available information should be obtained about the country adjoining to the north the country in which this rush of settlement is taking place, and that additional information should be obtained by exploration in a systematic way.

While his own information as to this northern country was not large, he felt satisfied that the impression which he was inclined to think generally prevails, that the

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northern region is a country of little value, is entirely a mistake, and that a considerable area will be found to be available for settlement.

About six months ago, steps were taken in the Department of the Interior, at Mr. Young's suggestion to have a large map prepared which was submitted to the committee, and which contained all the information available from any source so far as could be ascertained, and he believed that a little consideration of this map would bear out what he had said, that the country is of a much more valuable character than had been supposed.

EVIDENCE OF FRED G. DURNFORD, C.E., OF THE DEPARTMENT OF THE INTERIOR, DELIVERED BEFORE THE SELECT COMMITTEE FEBRUARY 12, 1907.

Mr. Durnford explained the map last mentioned by Mr. Young, the preceding witness, and which he (Mr. Durnford) had prepared. This map was on a scale of twelve and one-half miles to the inch, an enlargement of the map made by the geographer of the department and extending from north latitude 54 up to 60, and from 93 degrees up to 120 degrees, west longitude. Each of a number of squares shown upon the map contained approximately 2,600 square miles or 1,664,000 acres

Land which, from the information in the department and from other sources (a large number, over one hundred authorities consulted) is suitable for cultivation, was shown on the map in red. Land about which there is very little information was shown in yellow, land which is muskeg or rocky, or generally unsuitable, in brown.

Areas which contained spots of good land were indicated on the map in mixtures of brown and red.

Mr. Durnford explained that he had taken out some figures giving the relative proportions of these various classes of land in the different provinces.

Taking the part of the Northwest Territories shown on the map (southern Keewatin and the southern fringe of Mackenzie), the red land gives about 59,800 square miles, equal to 38,272,000 acres. The yellow or unknown land in that same territory 54,600 square miles, equal to 34,944,000 acres. The brown and water areas in the same territory 23,000 square miles, equal to 14,720,000 acres. That gives a total area for the Northwest Territories, in this portion under consideration of 137,400 square miles, or 87,936,000 acres. The proportion of the red to the whole is 43 per cent. The yellow in that portion of the Northwest Territories is 40 per cent, and the brown and water 17 per cent. The yellow and the red together gives 83 per cent. All the land coloured red, including that in the neighbourhood of Fort Churchill appears to be suitable for agricultural and grazing purposes, and generally for settlement.

Witness thought a farmer might do well in the neighbourhood of Fort Churchill. Witness based this opinion on information obtained from about one hundred authorities. In the portion of the province of Saskatchewan under discussion, the red area was 31,200 square miles, equivalent to 19,968,000 acres; the yellow 52,000 square miles, equivalent to 33,280,000 acres. The brown and water area 41,800 square miles, equivalent to 26,752,000 acres, a total for Saskatchewan of 125,000 square miles, or 80,000,000 acres. The relative proportion of the red land in Saskatchewan was smaller than in the Northwest Territories, being 25 per cent; the yellow 42 per cent. Adding these together it gave 67 per cent for yellow and red, the brown and water combined amounted to 33 per cent.

In the northern part of the province of Alberta the red gave 65,000 square miles, equal to 41,600,000 acres; the yellow 77,910 square miles, equivalent to 49,862,400 acres; the brown and water areas 12,910 square miles, equal to 8,262,400 acres; total 155,820 square miles, equivalent to 99,724,800 acres; grand total for area under consideration, 418,220 square miles, equivalent to 276,660,800 acres; and for this the proportion of red was 37 per cent, the proportion of yellow 44 per cent, and the proportion of brown and water areas 19 per cent for the whole area under consideration. The proportions in Alberta were 42 per cent red, 50 per cent yellow, making 92 per cent of the whole in yellow and red, and 8 per cent of brown and water. Hudson bay was not included.

The yellow represented land of which Mr. Durnford could find no information. It is possible that there is information, but he had not been able to lay his hands on it.

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The greater portion of the land coloured yellow has not been explored or surveyed, and inasmuch as a good deal of that land seemed to be in the middle of the country which is known to be fit for settlement, the witness thought it should be explored and surveyed at once.

Mr. Durnford mentioned that he had often spoken about this section of country with the son of Professor Agassiz. It is known by the name of the Ancient Lake Agassiz, and the whole of this area, as far as one can gather from geological information, is the ancient bed of Lake Agassiz. The territory lying along the Nelson and the Churchill rivers forms part of this ancient lake. The theory is that as glaciers disappeared they deposited over this surface large quantities of humus, and that the ancient lakes spread southwards, and all the land which formed the ancient bed of Lake Agassiz is fertile.

## SOME ANCIENT AUTHORITIES.

The most ancient authority Mr. Durnford consulted with reference to the land along the Churchill river is David Thompson, the man who towers above all the great men of his period, the man whom we first hear of as a boy of fourteen at Churchill, and who took astronomical and meteorological observations all over this country, traversed from the south of the Indian lakes, by Jasper lake, and Columbia river to the Pacific ocean, and to whose maps the Dominion of Canada is indebted for much information, for outside of David Thompson, who surveyed as far north as the southern portion of the Indian lakes, and Peter Fiddler, who completed this work, we are altogether in the dark about the country west and northwest of Churchill. David Thompson's note on the Nelson river from its mouth is to the effect that for 137 statute miles of the river's length the banks are clay and suitable for cultivation. We have not so much information upon the country north of Churchill river, because we are dependent on Thompson and Fiddler, and Thompson's notes, which the witness had consulted, only extend as far as the southern portion of Indian lake. Peter Fiddler's notes are unavailable—as they cannot be found at the present time—but they speak of this portion as very rocky, but from what he says about the character of the soil, one is to believe that it is a Huronian formation and likely to be mineralized.

## AGRICULTURE AT CHURCHILL.

One of the best authorities upon Churchill in ancient days is a man of the name of Robson, a civil engineer, who constructed Fort Churchill, who was there at various periods from 1733 onwards, and appears to have been a very careful observer as well as a good engineer. He speaks of the vegetables which he raised there, and also of the horses which had been employed for several years, and also the cattle at the fort. He says that in spite of the cold winds on Esquimaux Point he was able to produce excellent vegetables. He dug down in the soil—it was in the month of July—and found that he had to dig down a depth of three feet six inches before he came to the frost, represented by a sheet of eight inches of ice, and he makes the note that this thin stratum of ice below does not in any way affect the vegetation. He goes on to speak of the horses that were used in drawing stones and other material for the fort, and the fine butter that was made, and speaks of it generally as a good agricultural country round about there. That was in 1733 to 1747.

Mr. Durnford thought it was 1784 when David Thompson first started his diary. It extends on to 1850. He was one of the first men to cross the Rocky mountains and the discoverer of several passes. Howe's Pass should have been named after him. He went very near the Yellow Head Pass, but did not go through, passing by what he calls the Athabaska Portage. Right across the continent from Churchill to the mouth of the Columbia river, he has left

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a very valuable series of meteorological observations taken every winter during the time he was with the Hudson Bay Company, for seven years, and later, from 1797 to 1814 with the Northwest Company. He observed at Split Lake; he observed at Sepiwesk Lake, also at Cumberland House, at York Factory, at the South Indian Lake, at Reed Lake, Peace river, &c., &c., and left a series of meteorological tables which are of great value. The opinion that one must gather from his writings is that the principal reason agriculture was not carried on was because the mouths to be fed did not appreciate the benefits of eating vegetables. The Indians being all meat eaters it was thought superfluous on the part of the companies to attempt to raise vegetables or grain for them.

Mr. Durnford had caused to be written on the map described the different points where barley and wheat have been grown. Barley has been grown at York Factory and at Nelson House, wheat and other cereals have been raised there and at other points along the Nelson river cereals have been raised, so in his opinion there is very little doubt that in this country, if the necessity arose, cereals of all sorts could be grown.

#### FORESTRY.

Mr. Durnford proceeded to refer to what authorities he had consulted had written regarding the forestry of this northwestern district.

Mr. Ellis back in 1748 gives a drawing which is very interesting, showing the size of the timber, and the houses they constructed while wintering at the mouth of the Nelson river.

Mr. McInnes, who is connected with the Geological Survey has made a very valuable report. He was through this country, going from the head of Lake Winnipeg, as far east as Split lake last year, and he states that just north of Burntwood river near the Hart and Nelson rivers, on the 56th parallel, he found spruce timber as large as twenty inches in diameter, growing at the present time where the fires had not swept through. All this country seems to have been devastated by fire at different periods, but the information we have going back for a century and a half, shows that large timber grew at the mouth of the Nelson river, and large timbers are still growing near Split lake on the Odie river. Spruce and poplar are found, and wherever poplar grows in the northern region you may be sure the soil is good.

The witness read a short article by the United States Consul at London, Ont., speaking about the timber areas of this northern country, and he makes the statement that from the east coast of Labrador north of the fifth parallel in a north-westerly direction to Alaska there is a belt of timber about 3,000 miles long, and about 500 miles broad which he terms the spruce area. In a very strong article he speaks about the impossibility of exhausting that timber. He refers to Dr. Bell's statement in which he says that the area of our northern forests is forty-four times as large as England and that one such area will supply the present population of Canada, as showing that the timber in that belt may be said to be practically inexhaustible. In the southern border the timber is large enough for lumber, and in the northern it is good enough for pulp.

#### FISH, GAME AND FUR-BEARING ANIMALS.

As to the fisheries, Mr. Durnford explained that the information from the most ancient authorities such as Thompson, (who speaks of the South Indians lakes, of the Reindeer lakes, and the lakes in the neighbourhood of Nelson river) is that they are valuable. Present information seems to show that the quantity of fish has not decreased to any great extent. Thompson says he found whitefish and fish of all sizes in abundance. Sir Arthur Dobbs, who is also one of the ancient authorities,

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speaking of the Little Churchill river, which runs into the Great Churchill between  $57\frac{1}{2}$  north and about 95 west, says that that 'river is teeming with fine fish. The rivers and lakes seem generally to be well stocked with fish of the very best varieties, whitefish especially.' Jack and sturgeon are also mentioned. Sturgeon of very large size are spoken of as being taken at the mouth of the Churchill river. Trout are also mentioned, but salmon are not spoken of in the inland waters.

Authorities such as Ellis and Robson and others say that this country between the Nelson and the Churchill was very largely inhabited by moose and reindeer, and they also speak of a large number south of the Seal river, between the Seal and the Churchill. These appear to have disappeared and are to be looked for now on the Doobaunt river, where Mr. J. W. Tyrrell took photographs showing the Barren Lands reindeer by the thousand. He walked in and out amongst them. They were so tame he was able to take those photographs. A very sad fact in connection with these cariboo is that the Indians think the more they kill of them the more there will be. The result is they slaughter them indiscriminately. The musk ox is found further north on the Thelewiaza river and near the Newelton lakes, but not further west than the Coppermine river as far as witness knew. The cariboo travel north but appear to come back to the edge of timber lands for shelter.

Asked if there are any genuine Iceland reindeer in the country, Mr. Durnford replied that according to information that he had from a paper by Mr. MacFarlane, a Hudson bay factor, the large reindeer are found on the Mackenzie river.

Hon. Mr. ROBERTSON.—'Some years ago the United States government shipped a large number of reindeer from Norway and Iceland to Alaska. Do you know if they have spread over that northern country?'

Mr. DURNFORD.—'I have no information that they have. At Fort Enterprise, on the Mackenzie river, they say they have the larger reindeer. The difference between the reindeer and the cariboo is, I believe, simply with regard to size. The Barren-grounds cariboo or reindeer is smaller than the Iceland reindeer. They are very valuable animals for food, and their skins are used for clothing. Wild geese are found in large numbers throughout the northern country. They are spoken of by Mr. Tyrrell in his travels to Chesterfield Inlet. He speaks of shooting them, and on the Churchill and Nelson rivers large numbers of geese and other aquatic birds are found. Away north, near the mouth of the Coppermine river, very large numbers of these birds are found on the rivers and lakes: There are also several species of geese and ducks, but there are no prairie chickens.

## MINERALS.

As regards the minerals, Mr. Robson states that between Churchill and York Factory native cinnabar or mercury ores have been found. He also speaks of the probability of copper being found a short distance north of Churchill. In the latest geological reports, Mr. McInnes speaks about the Huronian formations which are found on the upper portion of the Nelson which he visited, and they would seem to indicate, in addition to what Mr. Thompson says about the South Indian lakes, that there can be very little doubt that this country is highly mineralized. The Huronian is a kindly formation. It is different to the Orchaian or old formations, such as granite and gneiss. They are hard and not kindly for the miner. The Huronian formation, on the contrary, is a kindly formation. It is easily decomposed and produces a soil which agriculturists can work, and in this formation there is every promise of finding minerals such as have been discovered at Cobalt, and in the nickel regions of Sudbury. Those are found in the Huronian and north of the 60th parallel, according to Mr. Tyrrell, who came along the west coast of Hudson bay, there are Huronians. They are not actually mentioned by name, but are described by Mr. Thompson on the South Indian lakes, and generally the country west of the bay is likely to prove not only a good agricultural, but also a very attractive mineral country.

On the Battle river which flows into the Peace river, gold has been found, carried down from the mountains, and is reported upon as being suitable for working with dredges, and further west in the Athabaska, Peace and Saskatchewan rivers we know that there is gold. In the central portion of the map, the province of Saskatchewan, there is very little reason to doubt that the Huronian formation exists in several parts, round about Reindeer lake, &c. North of Lake Athabaska particularly is likely to prove a very important mining section. Mr. Durnford expressed the opinion that nickel and its associated minerals, and no doubt iron ore will be found, and there is also every possibility of finding cobalt and silver in the country north of Lake Athabaska.

#### CLIMATE.

Mr. Durnford pointed out that the climate varies considerably. He drew attention to the fact that the further south we go the better the stamina of the men we find there. The witness had travelled quite largely in India, and found the nearer he approached the Himalayas the finer the class of men. The men from the mountains, the Sikhs, are men of magnificent physique. You find this applies also as regards the Esquimaux, who appear to be a fine race physically, kindly in their disposition and nature, not cruel to the same extent as those of more southern latitudes, and you find the same thing down in Patagonia. Towards the limit, as you may say, at which men or cereals can be grown you find the best. That had been brought to the notice of the witness very strongly living out in India. Rice is the staple grain of that country, and grows well, yet we find in Carolina a much better quality. The nearer to the poles it is possible for plants or the human species to survive, there the best of their species are found, and so, though the northern climate is rigorous it is habitable.

Mr. Durnford quoted the experience of Mr. Hanbry, who started from Churchill and went north and along the Chesterfield Inlet up to the Arctic ocean, travelled west along the Arctic ocean and up the Coppermine river to Great Bear lake, passing two years amongst the Eskimos in 1904 and 1905. He collected some very valuable information as regards the climate of that northern country. Its people, of course, have been used to the rigours of the climate. He says that new-born children are laid on the snow by their mothers, without their receiving injuries, and he makes a statement which would at first seem almost a fairy story did we not know that he had been living among the Esquimaux in their snow houses. He says that a temperature in that very dry climate of 23 degrees is equivalent to 60 degrees in a more humid one, and that when the temperature reached 28 above zero, they had to cut a hole in the snow house because they found it uncomfortably warm. It is a strange but very valuable statement as tending to show that though the first persons to go into our north country, for instance, natives of the old country might suffer through ignorance, those who learn how to live there would undergo no greater inconvenience than they would in a climate such as we have in Ottawa.

#### SETTLEMENTS.

Throughout that northern country the only settlements are Hudson bay settlements. There is a small settlement at Churchill and a Hudson bay post on Split lake, one at Nelson House and one at Red lake—they are scattered all over that territory. The people grow only what is necessary for their own use. The people who are dependent upon them have to be fed, and as they have meat it matters not whether they raise large quantities of vegetables or not. There are comparatively few cattle kept. At Cumberland and Norway Houses they have a few, and at one time they used to have a large number. Now that they are nearer markets, they probably purchase their supplies. They are not an agricultural people and do not care to keep cattle. Of course in that country cattle would need shelter, whether at Churchill or Norway



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House, in the winter season. You have to go considerably further west before you could let them remain out during the whole winter.

## MEANS OF COMMUNICATION.

The means of communication between Lake Winnipeg and Churchill hitherto has been by boats, as also to York Factory. The Canadian Northern railroad is now extending its line from Ekomami to the Pas, a distance of about ninety miles, and have run their survey some 75 or more miles north of that. The distance from Churchill to the Pas on their route map is 450 miles. The distance from Churchill to Liverpool is 2,926 geographical miles, as compared with 2,931 from Montreal, via Cape Race, to Liverpool, a difference of five miles in favour of Churchill. The distance from Montreal to Liverpool, by the Straits of Belle Isle, is 2,763 miles, and from New York to Liverpool, 3,079 miles. The distance from Winnipeg to Churchill is approximately 650 miles, and about the same distance between Prince Albert and Churchill.

EVIDENCE OF ALFRED VON HAMERSTEIN, RESIDENT IN THE ATHABASKA DISTRICT OF NORTHERN ALBERTA.

Mr. Von Hamerstein explained that he first went to the Athabaska district in 1897 on his way to go to the Klondike, and proceeded to Fort Liard and inland, with three of a party. He worked his way back, partly by steamboat, to Athabaska Landing. At that time there was nothing there but a carpenter shop and a Hudson bay shop. He stayed there for a while and then kept a trading store and traded with the Indians at Baptiste lake, and has been around there ever since. He has travelled and mined and traded, and of late has been boring for petroleum. He has specially interested himself in the opening up of the Athabaska country around Fort McMurray, and has expended of his own and other people's money more than \$60,000 in machinery and actual development 'in punching holes through the ground.' He has been around the Athabaska river from Lesser Slave lake to the mouth of the Little river, and down the Pembina river, up the Athabaska to Lake Athabaska, around Lake Athabaska and back again, up to Fort Smith, back to the mouth of Peace river, around the Peace river and back to Lesser Slave lake several times, 'and walked every step of it.' In his earlier days in the country he went from Lake Athabaska to Athabaska Landing several times, and used to track boats back and work on the river. He had been inland from the Athabaska river to the Peace river by several routes in the way of hunting, or following up the river prospecting, &c., several times.

AGRICULTURE.

The agricultural resources of the Athabaska district, as far as the witness could understand, are indicated by the farming that is now being conducted with fairly good success at Athabaska Landing, but through all this country the crops may be good one year and the next year they may be destroyed by frost. The soil is good enough, but the climate is precarious yet. They say it may change, but up to this time it has not changed. At Baptiste lake there was when witness first went there no agriculture. He was the first man to introduce farming there. He kept a trading store and the natives insisted on having different kinds of seeds. Amongst others he got some flower seeds, and some lovely flowers were raised. The people raise some crops there now. It is a very good ranching country—first class.

Several people came up there with cattle. A man named Mailloux brought 120 head of cattle, and they are in good shape. The kind of grass there is a red top, a very big grass. The country has all been burnt over and the timber has fallen, so the grass cannot be cut with a mowing machine, but in some places they have cleared away the fallen timber and can use machinery now. Vetches and wild pea vines grow all over that country, but there is no bunch grass to be found; it is mostly red top. How far north it grows witness could not say. He had traced it up in very large quantities on Slave river. About a hundred or two hundred yards from the river there is a big slough, and this grass grows all along there very luxuriantly. There is no place along the northern shores of Lake Athabaska where grass can be grown. It is mostly rock and muskeg.

A little garden stuff is raised at Fort Chippewyan, on soil brought there by the Sisters in pails.

At Fort McMurray the land is good and between the junction of the Clearwater and the Athabaska there is a flat of land about three miles long, and from a quarter of

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a mile to a mile and a half or two miles wide, which is very fine soil; but the rest of it is all hills covered by an inch and a half of moss, under the moss being the limestone rock. They raise good garden stuff at Fort McMurray. A party there had good crops for three years.

Wherever there is soil to be found it is very good, mostly old river beds or where eddies have accumulated soil; but the rest is sand and muskeg. At Fort McMurray there is no farming land that witness knew of, nor is there any between Fort McMurray and Lake Athabaska. There may be patches here and there, but most of the land is covered with scrub, small poplars and rough bark cotton wood, or as is sometimes called 'Balm of Gilead.' There are little patches of land here and there, but not much.

Going along to Lake Athabaska there is nothing. East of Fort McMurray there are several lakes, the centre of what is described as fine hay country. The natives there have from 60 to 80 horses, and there are reported to be good grazing patches round the lakes. It is probably a better ranching country than an agricultural one. To the northwest of this district are some muskeg lakes where the natives have quite a few horses and cut considerable hay.

At Fort Chippewyan there is a little garden, but the shores of the lake are sandy, like ocean sand. The Catholic mission are the main crop producers there. They have a garden of about three-quarters of an acre, a little patch in the rocks. They work on it, and tend the plants like sick babies and get some return.

At Fort Smith on the Slave river, is a nice piece of prairie extending in a south-westerly direction to a place called Soiled river, and it is said, right through to Peace Point.

Mr. Von Hamerstein explained that he had been through the Peace river valley frequently, but did not claim to know it very well. It is a nice country, no doubt about it, and a good country for agricultural settlement—as good as any district down in Alberta. The climate and soil are good. The grain comes to maturity in that district, but of course they may sometimes have a bad year. They raise wheat out there, and there are mills which grind the wheat raised in that country to-day. One of these flour mills is at Fort Vermilion, where there is considerable farming in the old river bottoms.

Mr. Von Hamerstein considered the Athabaska and Peace river regions marvellous in the growth of small wild fruits. They grow all over.

In the end of July or the first part of August there are strawberries, and then raspberries and blue berries. Then come the saskatoons, choke cherries, white plums and berries of every description, all over the country. They all have a very nice flavour indeed.

## FORESTRY.

Mr. Von Hamerstein stated that he knew that part of Northern Alberta, south of Lake Athabaska very well, because he walked through it every year. From Fort McMurray it is all hilly for the first forty miles, with patches of muskeg. There is timber there consisting of spruce, about half a foot in size. The country has been burnt. Further on there are some lakes which are called muskeg lakes.

From McMurray up in a westerly direction, for about 20 miles there is very good timber. He had seen trees that would make 1,000 feet of lumber. From Athabaska Landing to House river there is timber standing yet. There have been some fires raging, but they have not burned it yet. The timber consists of some patches of spruce, of fairly good size, and the rest is poplar. From House river to McMurray there is no timber left. It is all burned out. There are patches here and there along the river, a couple of trees left standing, and there is some very fine timber in that. There is some timber which Mr. Von Hamerstein used for his work, and he had taken out strips 64 feet long, out of which he had cut his walking beams. There are only patches of this

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timber, the rest has been burned. A little further east there is some fine timber at Chippewyan. From the mouth of the Peace river to about Vermilion there is some good timber. The timber ranges north for quite a while of the same quality. There will be a range of timber four or five miles long, and then you come to muskeg. From the Vermilion down, there is no timber left, it is all burned up. There is no young timber growing up to speak of—at least Mr. Von Hamerstein did not see any, except in a few places where a little young timber is starting to grow. Inland it is mostly poplar with patches here and there of spruce, but mostly poplar.

#### FISH, GAME AND FUR-BEARING ANIMALS.

As to the fish in the Athabaska district, most of them come from Lake Athabaska twice a year to spawn, as far as the Great Cascades, and they are caught in large quantities twice a year. The settlers and natives catch fish all the time. The main shoals of fish seem to come at certain times. The natives are not very scientific fishermen. The Roman Catholic mission catch a large quantity of fish, and the main supply of food for most of the natives is fish. There is the whitefish, the 'gold eye,' a large jack fish generally called the 'mascalonge,' and the 'maria,' which easterners probably call a dog-fish. The whitefish are to be found in large quantities. They are fed to the dogs. Each dog takes a fish and a half a day. They put up for each dog 150 fish; each man has from 6 to 12 dogs, so that a man will put up 6,000 fish. In the missions they put up ten or twelve thousand and sometimes more.

There is a large fish called the 'Inconnu'—the unknown. They commonly give it the name 'Connie.' They catch any amount of these fish, weighing from 40 to 50 pounds, and they cook them in all kinds of shapes.

As far as game is concerned, there are all kinds of rabbits, partridge and moose, mostly moose—very few deer in the country; caribou and mink and all kinds of fur-bearing animals.

Mr. Von Hamerstein had, he explained, made a list of the animals which he observed in the country. The most common fur-bearing animals are black bear, which exist in large quantities. Sometimes he had counted in 15 miles as many as 20 or 30 bears. They are entirely harmless. Then there is the brown bear, not very numerous, and some silver-tip bears, and there are mink, otter, weasel, fisher, marten, foxes of all kinds, red foxes, silver foxes and black foxes the wolverine, the coyote and the timber wolf. The timber wolf and the wolverine are two entirely different animals. The wolverine is a gigantic skunk. He has stripes on his back too, and is a yellow colour. He has a very bad scent. He is about the most cunning animal that exists, and not only cunning but mischievous. Out west he is called 'the devil,' and there is no question but that word describes him. He will not take any poison. He will watch when the trapper goes away, and see that everything is clear, then he follows. The witness had been informed that the wolverine is the only animal which has not changed its form since the time of creation. Skeletons of a good many extinct animals and of animals which now exist have been found, all of them showing changes. The horse and other animals have developed, but the wolverine has kept its original shape.

There are muskrats and beaver in that region, but not many beaver now. Timber wolves are there in large numbers, but they have never been known to band together to attack anybody. There are several varieties of the eagle, the Canadian jay, commonly called the whisky bird, one or two specimens of black birds and a small wren. They are the most common birds. There is also seen occasionally a little wild canary. There are also sand pipers and gulls.

As to large game, in the lower part of the Athabaska country, there are moose and a very few caribou, and there is a large kind of deer coming in.

Around Salt river, along the northern boundary of Alberta, where is the great meeting place for all game, they congregate to lick the salt, and there are quite a few

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buffalo there. Witness had seen about twenty, and there was said to be seven hundred in the band altogether.

There are wood buffalo as large as the prairie buffalo, and if the government would give a large bounty for the destruction of the wolves, there would be many herds, but the wolves destroy the young as fast as they breed.

Hon. Mr. De Verber informed Mr. Hamerstein that the bounty had been doubled last year; but the witness said he did not know it. The wolves are not being shot.

Mr. Van Hamerstein, proceeding, stated that north from Lake Athabaska there is the musk ox.

There are several varieties of ducks and two of geese, the grey goose and the smaller kind, a white one. They come in the spring and are mostly found around Lake Athabaska. Then they go somewhere in the middle of June, it has not been decided where, and they come back about the end of August in enormous numbers—simply uncountable. They go towards the barren grounds, it is said. If killed when they return their stomachs are found full of cranberries.

## MINERALS.

For about two years, Mr. Von Hamerstein explained, he had been engaged in gold mining in the Athabaska and Peace river districts. He has an apparatus for separating the gold from the sand, which is better than panning. Panning is too slow a job. He had inspected the River McLeod at a place called Assiniboia. A half-breed took out \$150 from a bar there. He himself took out gold at a little bar right opposite the mouth of the Lesser Slave river in the Athabaska. He worked it for part of two summers. He would take out enough to last him for the winter, and then quit. It is hard work.

The Indians and natives have gold and diamonds on the brain. They have taken to him rocks with very nice garnets, but they are very mysterious about them.

Mr. Van Hamerstein explained he worked for gold on the Peace river. There is very good mining there, a little below Battle river. But the gold is so very fine that for every dollar you save there, about four and a half go away, and there are some peculiar things which no one can account for. After you have got it there is trouble with the quick silver, which does not take up the gold. The method he adopted was to run the quick silver, and then before running it over again, to roll it in acid.

There is a fine seam of coal at Fort McKay, and the witness took out last season about twenty tons right on the river bank. This is a good quality of bituminous coal which could be used for common blacksmithing, but not for welding. Where exposed and worked this seam goes down about five or six feet deep, and it seems to be getting larger. There is quite a bit of coal taken out to-day by the people who live at Fort Chipewyan.

There is a fine seam of coal at a little creek named Horse creek, which is about a mile and a half south from Fort McMurray on the east side of Athabaska river. Coal may also be found in other places. There is a seam, for instance, about two miles below Stony island.

Up the rivers that flow into the Mackenzie there are large quantities of native salt thrown up. It is mostly under ground, and there seems to be a crater. The salt appears to be close to the ground in large quantities.

At Salt river salt was found right on the surface. There is a spring which comes out of the ground and the water is so salty that it cannot take up any more. Right at McMurray 150 feet of rock salt was found. The traders and Hudson bay people come down and take it with shovels, and they sell all the salt that is used along there. It is taken from Salt river. Witness did not know what they got for it.

At Black bay on Lake Athabaska there is first-class galena—none better. It carries gold, silver and copper. They assayed some of the product at Fort Chipewyan and found that it carried roughly about \$6 or \$7 worth of gold, and some copper.

There is a big seam near Black bay, and you can follow it up right along until it comes to an island. That is a very good country for gold, and there have been several attempts to make something out of it, but the time is not ripe. The priests up there are of the Oblat order.

There are indications of iron along the Clearwater river. Witness found some very nice pieces of iron, and he found limestone in the centre of Athabaska.

Once in the Peace river district, on the way from Lake Chippewyan, witness found a deposit of red stone, he did not know whether it was ochre or hematite of iron. He had any amount of it, but upset with his canoe and lost it.

A large amount of ochre is found on the eastern bank of the Athabaska, between Athabaska Landing and Grand Rapids. Witness had also observed what seemed to him a large amount of hematite of iron between Athabaska Landing and the mouth of the Greater Slave river. While on the Slave river itself, at a certain point large bodies of magnetite ore are indicated by the action of the compass, which gets entirely out of order.

On the lower part of the Athabaska the limestone which is exposed all along the river is of a very good quality. There is also found clay fit for puddling and for making brick.

#### NATURAL GAS AND PETROLEUM.

This industry in time to come will be possible and profitable owing to the existence of natural gas, which is found in that country in steady veins. Sand of the very best quality for making glass is abundant, and this industry also is bound to come into existence and be profitable through the existence of cheap fuel, and intense heat in the shape of natural gas in the country. The development of the galena which is exposed in a large vein at Lake Athabaska, depends also on the intense heat and cheap fuel of the natural gas, and will be highly profitable when better communication is established in the country.

Mr. Von Hamerstein drew the attention of the committee to the waste of natural oil gas for the last eleven years at the government bore hole at Pelican Portage or Pelican Rapids.

A very large volume of gas was struck there by the government boring parties, and the well has never been plugged, although there have been representation made again and again. Witness considered that it would be largely in the interests of the development of the resources of that country that the well should be plugged. He considered it an actual sin to leave it as it is. It has now been escaping for eleven years. The last report to the Dominion government was made by the provincial government through the Hon. Mr. Cushing. The value of the well has been decreased tremendously in eleven years, and it is robbing the entire district of gas which may be used in the future.

The government, at the time the gas flow was struck at Pelican Rapids, was boring for petroleum. They went within 60 miles of where Mr. Hamerstein's parties are drilling now, at a depth of 860 feet, or something like that, they struck a tremendous flow of natural gas, which hindered them from boring any further. They thought the well would exhaust itself, went back the next year to resume the boring operation, and finding that the gas had not exhausted itself, they never went back after that. It is still burning. When Mr. Von Hamerstein went up in the month of June last it blew about 18 or 20 feet. About four years ago he found it was about 40 feet. That is a stream right up. It explodes with such force that not a hundredth part of the gas has a chance to be inflamed. The ground all around it has fallen in. Of course as this has been going on for eleven years, it has formed a cavity and the whole thing sinks down. There is a pipe about four feet out of the ground. It was formerly eleven.

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There is an eight-inch casing, and then a seven, then a six and a five, and the gas gets between all the casings except the outside. It throws out both water and gas. The place was badly selected when they started boring, right close to the river. They did not take into consideration the character of the river, which rises six or eight feet. Some springs the ice came over and crushed the pipes and made holes in them, so that gas comes out all over. Of course the outside casing is all right, and nothing escapes through it.

Mr. Von Hamerstein expressed the opinion that the hole could be plugged by an expert in the business, but it would be a difficult job. Mr. Von Hamerstein had no doubt that this is the biggest gas well on the face of the earth. He had a gas expert, a Mr. Chamberlain, from Petrolia, who told him that it was the biggest well in the world. Mr. Chamberlain operates in Indiana, Kansas, and all over the United States, and is the largest operator in the natural gas business.

The gas is escaping continually, but sometimes the flow is heavier than at others. On account of not having been cleaned out for eleven years the dirt and mud soaks, the suction of the air causes a cave-in of the ground, and it falls down. Witness had seen the gas jet go 80 feet in the air. If the flow were not of such enormous strength it would drown itself. Witness had never known a gas well in the world to act like that.

On the Peace river there is evidence of natural gas also, small amounts of tar and also evidence of petroleum. That would be sixteen miles from Peace River Crossing, on an island called Tar island. The natural gas springs there throw out small amounts of tar, and about 30 miles from the mouth, on the north shore, there is also a tar spring. It is what Mr. Von Hamerstein would call an oil spring or tar spring, and he had been in communication with people that have money invested in the oil boring business, and was at liberty to state that their works so far made him very confident that they are going to have one of the biggest petroleum fields in the world. There is no doubt petroleum will be found all through that country, from the Athabaska river to the Peace river.

In connection with their prospecting, mining and boring operations, Mr. Von Hamerstein's parties use quantities of natural gas for lighting purposes. They light their camps with it, and do their blacksmithing with it, and it comes in very handy. They get the gas at all kinds of depths, and get several veins of it. They never get petroleum without gas, as they have to strike gas before they strike petroleum, so there must be a large quantity of petroleum there.

## GYPSUM AND SILVER.

There are large deposits of gypsum on the southern bank of the Peace river, near Peace Point, which is situated somewhere near the mouth of the Peace river. Very large deposits of the same economic material are in the neighbourhood of Salt river.

Extensive sulphur deposits are found on the east side of the Athabaska river between McMurray and the lake. It is inland about two miles, and in some places it is found in large quantities, and beyond the lake, at several places on the east shore, as well as the west shore of the Great Slave river. The Great Slave is nothing else but a continuation of the Athabaska, with another name. In some places there is a very large amount of sulphur. It comes from an old crater, in the shape of saline water, containing a large amount of sulphur. This saline water at spots runs over three or four acres, the water evaporates, and the sulphur remains.

## TAR SANDS OR ASPHALTUM.

Mr. Von Hamerstein proceeded to give some information regarding the beds of tar sands, or 'asphaltum,' as he called it, and as it is called in the district. These beds

occur in the Athabaska district, where petroleum seems to have broken through the surface and soaked the ground for miles around. This substance, Mr. Von Hamerstein explained, could scarcely be termed asphaltum. It is oil gum—something the nature of tar. He produced a piece of this material which he had taken out himself. There are very large deposits of this stuff in that district.

He also produced a bottle containing liquid taken from springs in the ground. He described it as nothing else but a heavy petroleum, which comes out of the ground. There are inexhaustible quantities of that. It has formed pools over the land which are of considerable size in some places. In summer time it comes out in large quantities, but it hardens in the winter and of course the springs take time to get started again. It is not flowing continuously, but flows whenever it has a chance. The cold seems to draw it together and bake it. This is the largest quantity of petroleum witness had ever seen in the world. This area extends from Fort McMurray for 50 miles along the road.

When his party was boring they struck natural gas, and 150 feet of salt. They went down through a hundred feet of salt, and then they abandoned it. At this particular place they went about eleven hundred feet. They never go lower than eleven hundred feet, because they get to the end at that time.

There are very large deposits of this 'asphaltum' up there. Witness thinks there is nothing like it in the world. He has been to Texas, Kansas and Indian Territory, and has looked over the asphalt beds in California, but has found nothing to compare with it. This 'asphalt' does not resemble Trinidad asphalt, for this comes from a crater, and the substance is not the same. It is not straight asphalt, it is nothing but oil gum, out of which can be made asphalt. There is a large amount of petroleum in it. He tested it himself, and got some paraffine out of it. If he could obtain transportation, he could apply it for practical purposes. After it is refined, and all the foreign substances taken out of it, it can be used for road making.

Lubricating oil can be made out of it; and in fact he makes the cylinder oil for his machinery out of it, and also gets some paraffine out of it. The rest he uses for making tar paper. This product will certainly become valuable as soon as there is transportation. The area covered by this substance amounts to about 20 miles square.

Tar oil springs are found all over. You find them in one place, and then proceed further, and you will find them again. You strike the same tar bed perhaps at a deeper depth, sometimes you have to bore down 200 feet through the shale and limestone.

Mr. Von Hamerstein remarked 'As far as petroleum is concerned, I have all my money put into it, and there is other peoples' money in it, and I have to be loyal. As to whether you can get petroleum in merchantable quantities, that is a matter about which I would not care to speak. I have been taking in machinery for about three years. Last year I placed about \$50,000 worth of machinery in there. I have not brought it in for ornamental purposes, although it does look nice and home-like.'

#### MEDICINAL WATERS.

Mr. Von Hamerstein explained that there are sulphur beds and springs between McMurray and Lake Athabaska. There is sulphur and saline, &c., but on the Clearwater river, there are first-class medicinal springs. The natives have been using the water right along, and it acts very well on the bowels. It is like the well known Hunyadi mineral water. It is a very nice picturesque country, and the natives go up there and doctor themselves.

#### THE CLIMATE.

The climate in the Athabaska country is about the same as Edmonton. That was about latitude 59. The climate in summer is nice and bright, and not too warm. It is



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cold enough in winter, yet it is a nice climate. The river breaks up and the weather gets nice and warm about the end of March. The first snow last year (1906) came about the middle of October.

Of course he had heard the claim made that in the high land the frost would come and kill the wheat. Whether it does or not he did not know. There is only so much land in the Athabaska district available, and the settlers pick out the best. Of course in all this country you get frost in the month of July in the night. You are liable to have it at any time. In the month of September Mr. Von Hamerstein always blows out all his boilers and takes no chance of the pipes freezing.

## SETTLEMENTS.

In that part of Athabaska around Fort McMurray, the settlement has grown quite rapidly. Within the last three or four years they have a bank, a telegraph office, a school, two good hotels, two saw mills, and two churches. This has all been done in four years. There has been a little road built up from Edmonton, and the Athabaska land is settled up marvellously. Mr. Von Hamerstein used to run a pony post as a private enterprise, but now there are two stages a week to Edmonton. The intervening country is pretty nearly all settled. People used to let their horses go at nights, but now it is all farms and ranches, and people who came up there did not know at first how they could make a living.

Beyond Lake Athabaska the principal settlements are about Fort Smith, but they are small. You might find in that district a steady population of 60 or 70; the rest would be migratory. They make a distinction there between 'white half-breeds' and 'Indians.' Some of the half-breeds live a white man's life, and others live like Indians; that is, they are on the move all the time. Fort Graham is the best settlement in the country, and it is a large point of distribution.

From Fort Smith, going in a southerly direction to a place called Soiled river, they have a very fine large prairie, and it extends right through to Peace Point. The people there are not given to farming. It is against their interests, because they could make a living much easier by hunting. People often ask why they do not farm, but it must be remembered that in order to raise a crop of potatoes they would have to stay by it the whole season; and there is more variety in hunting. But some of them do farm and raise a few cattle. The country is difficult of access, they do not get any new stock, and it has become badly inbred. As a result he had seen cattle there having the head of a bull and the body of a calf. There are not very many cattle in there; only certain natives have them, and a man with four or five head of cattle is a very rich man. Some patches of the land are very good.

## COMMUNICATION.

Steamers are running regularly from Fort McMurray to Graham Landing; five steamers are running now. The Hudson Bay Co. has two, the Roman Catholic mission has two, and there are others. Mr. Von Hamerstein runs a little steamer—a little yacht. There is an uninterrupted waterway from Fort McMurray to Graham; the same steamers run all over Lake Athabaska as far as Fort du Lac, and go in certain stages of water to Vermilion. The Peace river is navigable at certain seasons, except at the waterfall known as the Chutes which is a hindrance. Down near the mouth there is a place called Little Rapids, and the river broadens out three miles and only in the high stages of the water can you go through it. The witness went through there twice in the first part of September in a little skiff. He could not go through the water, and had to lift the skiff over. Some years it may be better.

EVIDENCE OF MR. ELIHU STEWART, OF THE CITY OF OTTAWA, AT THE TIME SUPERINTENDENT OF FORESTRY FOR THE DOMINION GOVERNMENT, SINCE RETIRED FROM THE PUBLIC SERVICE TO ENGAGE IN PRIVATE BUSINESS.

Mr. Stewart explained that his knowledge of the country beyond the Saskatchewan has principally been derived from two trips that he made, one in 1902 to the Peace river, and during the past season (1906) down the Athabaska, down the Slave river, and down the Mackenzie to the Delta, and thence across to the Yukon, and back by the way of Dawson. In 1902 he made the journey from Edmonton to Peace river by way of Athabaska Landing, and thence up the Athabaska river to the mouth of Little Slave lake, through the whole length of Lesser Slave lake to the end of that lake, about 75 miles in length, the distance from Athabaska Landing to this point being about 215 miles. From Edmonton he drove to Athabaska Landing, about 100 miles thence up the stream to the junction of the Little Slave river, and up that river to Lesser Slave lake and then to the end of the lake, Buffalo bay. Thence he drove across (80 miles) to the Peace river crossing.

As to the area of what is broadly considered the Great Mackenzie basin, but which really includes the basins of the Mackenzie's tributaries, including the Athabaska, the Peace, the Liard, &c., Mr. Stewart computed it as 451,000 square miles, larger by over 100,000 square miles than the basin of the St. Lawrence and all the great lakes, and nearly three times the area drained by both of its branches, and the main Saskatchewan river. The Mackenzie, from information Mr. Stewart gained there during the summer of 1906, opens the latter part of May and closes the latter part of October. That does not mean that you can take a boat and go from McMurray down and across Lake Athabaska, and also across Slave lake as early as that. There is often ice in the lakes when the rivers are open. This distance from Athabaska Landing to Fort McPherson is 854 miles. He took the Athabaska river to Lake Athabaska, hence down the Slave river, passing the junction of the Peace, down to where he had the advantage of a steamer. There he had to make a portage of 16 miles, and then get a steamer that took him 1,300 miles, or to be exact, 1,299 miles, according to Mr. Ogilvie's survey, down to Fort McPherson, at the delta of the Mackenzie.

The steamer that took Mr. Stewart from Fort Smith, down the Slave, and across the Slave lake and all the rest of the way that 1,300 miles drew five and one-half feet of water.

The average width of the Mackenzie is about a mile. Of course, there are some bars occasionally. After it receives the Peace it is an immense volume of water, but there are no falls below the Slave river; none on the Mackenzie at all, but there is very swift water. The Mackenzie river has not the drainage area of the Mississippi, but it has a greater drainage area than the St. Lawrence above Montreal. Taking the St. Lawrence down to the Gulf it is a little larger than the Mackenzie, taking all the tributaries. For nearly the whole 10,000 miles of the Mackenzie it is so rapid that it is impossible to row a boat against the current. Mr. Stewart did not think it would be six miles an hour, but he pointed out it is very hard to row even against four miles an hour and make any headway. The banks of the Mackenzie are wooded all the way.

AGRICULTURE.

Mr. Stewart produced before the committee samples of some of the grains that are grown at the end of Lesser Slave lake. One was a sample of hulled barley, grown for

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the use of the mission schools, another, wheat from Lesser Slave lake, a third another quality of wheat from the Roman Catholic mission at the end of Lesser Slave lake grown that year (1902). These exhibits were principally from the farm at the end of Lesser Slave lake. The Roman Catholic mission there has a very large farm and stock, and grain is grown there by others as well.

Mr. Stewart had no idea of the return they get per acre, but thought likely about the same as they get on the prairie. The soil is similar. On his drive across to the Peace river crossing, Mr. Stewart found that the land is generally a pretty heavy clay. He saw grain grown this side of the Peace river crossing, about 20 miles from it. It was about September 20 when he was there and the grain had not ripened. It had been sown late, but from appearances, if it had been sown earlier there would have been no difficulty in having it ripened. There was a good berry beyond the milk stage, but not far enough advanced to be safe from injury by frost. Mr. Stewart did not know whether that field of grain ripened or not. That was on the uplands. The whole question is whether the grain will ripen in time to escape the fall frosts on that upland. Mr. Stewart said he had noticed in discussions on the Peace river that there was not enough distinction made between the valley of the Peace river and the table land above. There is a high level country and all at once it drops down some 600 feet to a valley. He thought the difference between the height of the banks and the water at Peace river crossing is something like 600 feet. In that valley there is no question at all about the wheat ripening. The witness produced some specimens of grain grown in the valley near Peace river crossing, also some tobacco grown there.

The width of the Peace river valley is very narrow, not over two miles at the Crossing. The soil is good, perhaps a little heavy, with the exception of a few miles which is light and covered with jack pine. The rest is good agriculture land. There would not be a great quantity of it in the valley of the river at that part. The altitude is pretty high, but down the river towards Vermilion it lowers, and probably the elevation of the upland there would not be greater than the level of the water at Peace River Crossing. The grain growing capabilities of that plateau all depend on the elevation. Peace river district is an immense country extending some 600 miles from the mountains to the lake. Down at Vermilion Crossing they raise large quantities of wheat. Of course if you go up to a very high altitude you cannot expect to have the same result, but the wheat witness saw on the plateau above Peace river was uninjured on September 20. But there was frost that night. Witness did not know whether it was enough to kill the grain. However, if they had no frost up to September 20, there should be no trouble ripening grain there, because it ought to be fit for harvesting before the end of August. The wheat in question was sown by an Indian and put in very late.

Along the Athabaska the country is composed of a succession of rolling hills, and there is a good deal of light soil. The valleys are very good, and Mr. Stewart understood that the country through by Lake Waubascow, all the way to Lesser Slave lake, is through a good district of country. Through this district there is good land, perhaps not all the way through. Along the Athabaska the country is light, second class land, but Mr. Stewart found at Calling river some sixty miles below the Landing, a man raising wheat there. He says he raises as good wheat as can be grown, but Mr. Stewart would not consider from the appearance along the banks that there was the same alluvial deposit that are found further north. After leaving Lake Athabaska there is rock along the Athabaska, but there are plains said to be good land extending from Slave lake down to the Peace river. It is in this district that the wood buffalo are, and that would indicate that they get grasses on which they subsist. Below Fort Smith there is a deposit of alluvial soil very similar in appearance and in character to that of the prairie, extending as far as the Rocky mountains below Fort Simpson, and even along the valley then all the way down as far as Mr. Stewart went. It was a surprise to him.

## NORTH OF GREAT SLAVE LAKE.

Mr. Stewart was at Fort Providence on July 15, 1906. Fort Providence is near Slave lake on the Mackenzie river, in latitude 61·25. This is 917 miles by travelled route from Athabaska Landing, but as near as Mr. Stewart could calculate it, about 550 miles, further north than Edmonton. He saw there on July 15, wheat in the milk, potatoes in flower, peas fit for use, tomatoes, turnips, rhubarb, beets, cabbage, onions, and other garden vegetables.

The tomatoes were not fully formed and witness did not think they ripened. They grew them under glass. The strawberries ripen at any time. In fact they had ripe strawberries before that, also raspberries, currants, gooseberries and saskatoons. The wheat that Mr. Stewart saw there was just in the milk. He inquired when it was sown and was told May 20. It seemed incredible, until it was remembered that there is scarcely any darkness during summer there. There was about 20 hours' sun each day, and the heat was greater for several days than anything Mr. Stewart had ever experienced in Ottawa. Along the lower Athabaska and at Fort Chipewyan, Mr. Stewart and his fellow travellers had it over 100 in the shade for several days. There was a thermometer on the steamer in the shade. Perhaps the heat was greater on the boat than it would have been ashore. Certainly it was exceedingly hot weather, and continued all night. There was very little night at that time. That Arctic heat was something quite unexpected. The hot wave extended down to the Arctic sea that year as Mr. Stewart ascertained from Indians who had come from Rampart House, near the Alaskan boundary to meet the steamer the *Wrigley*. He returned with them instead of coming back with the boat and they lost two of their dogs from the heat, and that in the Arctic circle.

From his observations along the river, that portion of the Mackenzie he travelled through presented a better appearance than the Athabaska basin. He did not see much hay around Slave lake. He was not travelling through the country there.

Asked if he would care to follow farming around Slave lake, the witness remarked that he was not optimistic, but would not care to express an opinion on that because his visit consisted in just running through the country. His principal object was to see the timber, but he took notes of everything else as far as he could.

## THE FARTHEST NORTH.

Fort Providence is at latitude 61·25, and Fort Good Hope is north of the 66th degree, or about 350 miles further north. Fort Good Hope, in latitude 66·16 is 970 miles further north than Edmonton, yet Mr. Stewart saw cabbages, onions and other garden vegetables growing in the gardens there. Beyond this he did not see any until he got to Fort Yukon. When you get beyond Fort Good Hope the frost is so near the surface of the ground that it is pretty hard to raise anything. At Fort Macpherson, and in that neighbourhood where the portage is crossed, you are on frozen soil. The vegetables at Fort Good Hope looked as good as any others. The soil there was very fertile.

The name of the fort which is nearest to the mouth of the Mackenzie is 'Point Separation.' It is not on the Mackenzie, and was so named because it was there that Sir John Franklin and Dr. Richardson separated on Franklin's memorable second trip. Turning around Point Separation you come up to the Peel. There is no fort at the mouth of the Mackenzie. The delta is flooded when the tide comes in. Mr. Stewart was there in July.

There were no evidences of vegetation along the river that far north which would lead the witness to conclude that agriculture could be carried on there. As far as Port Good Hope on this side of that place, and around Providence, the country is a fine one; banks twenty-five and thirty feet high, level something like the Saskatchewan at Prince Albert. It is a wooded country.

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Mr. Stewart did not observe many wild vegetables or pea vines growing about Port Good Hope. The country for pea vine is Lesser Slave and Peace river, Edmonton and Athabaska and all through there. Witness did not know how far it extends down the Peace towards the mouth. The difficulty was that he had not opportunities of travelling much through the woods. He gathered information and took photographs of the timber, and got views of it, but as for exploring the country and keeping up with these things he could not do it. There is only one boat a year and if you miss that you would be left altogether. The country as a whole is not explored. Regarding Mr. Durnford's map before the committee, he thought there should be a great deal more yellow on it. The yellow represents the country which is not known, and witness thought that should be extended, although we have actual information with regard to certain points.

## FORESTRY.

After returning from his first trip in 1902, Mr. Stewart wrote his annual report to the Department, and he read a few sentences therein written, as he had prepared his report when the matter was fresh in his memory.

'The principal tree between the Rocky mountains and the plains is the spruce, mostly the white spruce, and from its position near the prairie there is no doubt that it will be more sought after to meet the increasing demands from that quarter.

'The country along the upper waters north of the Saskatchewan and the Athabaska and Peace river is partly prairie and partly wood. The varieties of timber are principally aspen and balsam poplar, the former predominating, and white spruce. The poplars as we go north seem to increase in size and height, and as we approach Lesser Slave lake and between this lake and the crossing of the Peace river. Below the junction of the Smoky they grow very clean and straight trees, not over a foot or fourteen inches, but reaching a height of 17 or 18 feet, making excellent building timber, as well as fencing and fuel. In some parts there are stretches of good spruce well adapted for lumbering purposes. There has so far been but little destruction from fire in this quarter. The land is mostly level, soil excellent, and if the summer frosts do not prevent it, the country will begin soon to settle up and there will be an ample supply of timber for local uses, if not for export to the adjoining prairie regions.'

Mr. Stewart followed the reading of the preceding extract from his report with the remark:—

'I never saw as fine poplar as I saw there. A considerable number of poplars were over a foot, but a foot would be a fair average. I have seen poplar in all parts of the prairie country, but never saw any growing up as straight. The wheat from Vermilion, it is said, took the first prize at the Chicago exhibition.'

The Hon. Mr. Lougheed added: 'Yes, I saw it there myself.'

Mr. Stewart explained that spruce suitable for commercial purposes grows to the Arctic sea. He was astonished to find that the limit of tree growth extended as far north as it does. He thought it extended probably ten degrees further north in this district than in Labrador. The different kinds of trees that we have in the Mackenzie Basin include white spruce, black spruce, the larch or tamarack, which is found as far north as the spruce, the jack pine and the balsam. Mr. Stewart did not see any balsam in the Arctic circle; aspen, white poplar, balm of Gilead and birch are all found down as far as Fort Macpherson. The natives make their canoes out of birch bark at Fort Macpherson. The size of the timber becomes less as you get towards the north. There is timber growing near the junctions of the Peace and Slave rivers, probably 14 inches in diameter. Below Fort Good Hope the timber is smaller. Some of it has been made into flooring and lumber is made from the timber there. There is a large supply of spruce suitable for pulp.

Mr. Stewart, replying to a question, said he thought it possible to use the poplar wood for commercial purposes. It is very good poplar. It will make pulp, and where it is large enough it can be sawed. It makes excellent flooring. The white poplar in the north is of a better quality than the poplar in the Ottawa district. In the Saskatchewan district and in the far west it is different. In a colder climate it grows more slowly.

As to the extent of the forests, Mr. Stewart remarked that wherever there was a stream there would be a belt of timber.

#### WATER-POWERS.

Along the Athabaska river there was a very big water-power. There are the Grand Rapids and various other points 80 miles north. On the Siave river there are about 16 miles of rapids which constitute the interruption he had spoken of, and it would make excellent water-power. There is no water-power on the Mackenzie after you get below Fort Smith on the main stream. It is an immense river two or three miles wide, and it has been contracted to a mile.

#### FISHERIES, GAME AND FUR-BEARING ANIMALS.

The fish are the white fish, the pike, fresh herring, the Arctic trout, and in the Mackenzie there is another very large fish. Mackenzie, the explorer of the river, not knowing what this large fish was, called it *Inconnu*, and it is still termed the unknown fish. They have shortened the word to 'conny.' Witness thought that he had seen one of these fish four feet long, weighing forty or fifty pounds. He told Professor Prince that it resembled the maskinonge in appearance, and Professor Prince told him that he had contended it was not the maskinonge, but it somewhat resembles the maskinonge.

Asked if there are any salmon trout, Mr. Stewart replied that there is a fish there resembling it, but is not exactly like the trout. He passed over from Fort Macpherson and cut across the mountains, but before he crossed the mountains he heard of the fish, the moose and the cariboo. But after he crossed the mountain the first thing he heard was the salmon. The Indians were hurrying home to catch the salmon. They live on it. There is the King Salmon, the Blue Back, the Dog's Head, the Hump Back, and the witness did not know how many others. There seemed to be a large quantity of fish in Great Slave lake and Athabaska lake, white fish principally, as far as witness could learn, of excellent quality. Great Slake lake is a beautiful lake. There are no fisheries carried on there.

Witness explained that he did not care to go back by the steamboat because it would be slow travelling and he wanted to go over new ground. There he let the steamboat return, and went with some Indians, who had come from the Alaskan country, Rampart House, to meet the steamboat, and were returning. He got them to help carry his supplies over a portage  $4\frac{1}{2}$  miles. They had a bark canoe, and for about 400 miles he was kept sitting very still behind an Indian. Their canoes are different from those in this part of Canada. You are only two inches out of the water sometimes. The canoe was heavily laden and of course, he had to keep very still. The Indians paddled fourteen or fifteen hours a day as they were in a hurry to get home to the salmon. They would get the salmon in the Bear river, which is a tributary of the Porcupine going west. Of course those salmon would go to the salt waters.

The wild animals include the bear, wood buffalo, cariboo, otter, beaver (now getting scarce), marten, fox, mink, fisher, and many others. The cariboo and the reindeer are considered the same animal. As far as witness could see, there is no difference in species between the wood buffalo and the animal that was found on the prairie. He did not see any buffalo while there. There are a few of them. They are getting very scarce, and he thought measures should be taken to prevent their being exterminated altogether.

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Mr. Stewart remarked that personally he had seen no wild animals. That is the difficulty with travellers who travel by steamer in that country. In the winter the difficulty is equally great, the dog routes being on the rivers and lakes. Where they are not they are on the muskegs, the poorest land, and for that reason we do not get accurate reports of the country as a whole. One of the objects that witness had been advocating in the Forestry Association, putting it as one of the objects of that association, was to consider and recommend the exploration, as far as practicable, of our public domain, dividing it into agricultural, timber and mineral lands, with a view to directing immigration into proper channels. There is nothing this country needs so much as a thorough system of exploration, even in advance of surveys, not to supersede surveys, but to precede them.

## MINERALS.

Asked about the minerals, Mr. Stewart explained that at the Coppermine river in the north they got copper. The Coppermine river is east of the Mackenzie, and the river gets its name from the copper which is found there. It is not much used now still you find certain trinkets made of it.

Then there is the coal. The coal is found at Fort McKay, on the Athabaska and in various places along the route. On the Slave river and before getting to Fort Norman, he passed the banks spoken of in Mackenzie's narrative in 1789 as burning at that time. They are still burning and have been burning ever since, for perhaps twenty miles along the banks. When Mr. Stewart passed the beds were burning for a distance of about a mile on the right bank of the stream a short distance from Fort Norman. Witness thought that these beds were a lignite or perhaps bituminous coal.

There is iron in the Athabaska country, but the witness did not hear of it any further. Similarly he did not hear of much gold further down.

## PETROLEUM AND TAR SANDS.

There are evidences of tar sand and bitumen all the way down to the Arctic sea, so he was told. He saw evidences of it in certain places. There is more or less evidence of petroleum all the way along. The tar sand area is of enormous extent.

The witness read as follows, a short report published by the Geological Survey several years ago after an examination of the area where these tar sands occur:—

‘The tar sands, the principal bitumen bearing formation of the district, are described in a preceding part of the report. This unique formation is of Dakota age, and constitutes in this region the basal member of the Cretaceous series. It rests unconformably on the Devonian, and is exposed, overlying the latter along the valley of the Athabaska for a distance of ninety miles. Lithologically it may be described as a soft sandstone, the cementing material of which is a bitumen or inspissated petroleum derived from the sub-adjacent limestones. The boundaries of the tar sands were only precisely defined at a few points, but they were estimated to have a minimum distribution of fully 1,000 square miles, where either completely uncovered or buried beneath a part of the overlying Clearwater shale on the high lands, and exposed in the river valleys. They vary in thickness where the section is complete, from 140 to 225 feet. The bitumen is unequally distributed through the sands, in a few places merely staining the grains. But in most of the sections examined it is present in sufficient quantity to render the whole mass more or less plastic. The following calculation, which is extracted from the summary report for 1890, although it can only be regarded as an approximation, yet will serve to give some idea of the enormous outpouring of bituminous substances which has taken place in this region.

‘An analysis by Mr. Hoffman of a specimen collected some years ago by Dr. M. Bell, gave by weight:—

Bitumen. . . . .	12.42
Water (mechanically mixed). . . . .	5.85
Siliceous sands. . . . .	81.73

‘A cubic foot of the bituminous sand rock weighs, according to Mr. Hoffman, 117.5 pound. This figure multiplied by the percentage of bitumen 12.42 gives 14.59 lbs. as the amount of bitumen present in a cubic foot, or  $14.59 \div 100 = 14.59\%$  in bulk. Taking the thickness at 151 feet, and assuming the distribution as given above at 1,000 square miles, the bituminous sands in sight amount to 28.40 cubic miles. Of this mass, if the preceding analysis is taken as an average, although it is probably rather high, 22.9 per cent in bulk, or 6.50 cubic miles is bitumen. The amount of petroleum which must have been issued from the underlying limestones to produce 6.50 cubic miles, or by weight approximately 4,700,000,000 tons of bitumen, cannot now be estimated, as the conditions of oxidation and the original composition of the oil is unknown. It must, however, have been many times greater than the present supply of bitumen.

‘The commercial value of the tar sands themselves as exposed at the surface, is at present uncertain, but the abundance of the material, and the high percentage of bitumen which it contains, makes it probable that it may, in the future, be profitably utilized for various purposes, when this region is reached by railways. Among the uses to which it is adapted may be mentioned roofing, paving, insulating electric wires, and it might also be mixed with the lignite which occurs in the neighbourhood and pressed into briquettes for fuel.

‘The tar sands evidence an upwelling of petroleum to the surface unequalled elsewhere in the world.

‘Indications of the presence of oil in the district is not confined to the tar sands, as on Peace river and the Lesser Slave lake inspissated bitumen was found in a number of places lining cracks in nodules, and at Tar island in Peace river, small quantities of tar are brought to the surface by a spring. Tar springs are also reported from several other points, but their existence lacks verification. North of this district tar occurs at intervals in the Devonian limestones exposed along the valleys of Slave river and the Mackenzie, all the way to the Arctic ocean.’

Mr. Stewart produced samples of tar sands collected by himself.

#### NATURAL GAS.

On the way between Athabaska Landing and Grand Rapids, at a place known as Pelican Rapids, Mr. Stewart saw the gas well that Mr. Van Hamerstein spoke of in his evidence. The well was burning when Mr. Stewart was there in June, and the roar of it could be heard for probably half a mile. Flame was issuing from it, and there was an enormous escape of gas, though not nearly so strong, Mr. Stewart was told, as it had been some years ago. Mr. Stewart expressed the opinion that it would be well spent money to have that gas hole plugged. He had no doubt it could be done. When the government undertook to bore for oil in that district one attempt was made near Edmonton, and they went down somewhere in the neighbourhood of 3,000 feet, when the casing became wedged or something of that kind, and they could not proceed further. Later, another attempt was made at Athabaska Landing. They went down about the same depth and met with the same difficulty. The object of boring in those places was to reach the tar sands, which come to the surface as you get far down the Athabaska river. They calculated they could reach them at a depth of about 2,000 feet at Athabaska or Edmonton. At Pelican Rapids, being further down, some 120 miles below Athabaska Landing, at a depth of some 837 feet, the last 87 feet being through tar sands, the gas was struck which prevented further sinking.

#### MEANS OF COMMUNICATION.

The present route of communication is via Edmonton. Mr. Stewart, on his trip last year from Edmonton to Athabaska Landing, went over the same route as he had



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gone in 1902 on his way to the Upper Peace. He left Edmonton on June 2, and Athabaska Landing on June 8, going down the Athabaska instead of up, as he had gone before. By taking this route he was going down stream all the way to the Arctic sea. Before going up of course the boats had to be tracked, but he had nothing of this going down. He had a steamer to Grand Rapids, 165 miles, and from there to McMurray, had to proceed about 80 miles in boats, the river there being too shallow and there being too many obstructions to allow of the passage of the large steamer he had had from Athabaska Landing.

Mr. Stewart explained that he hesitated to express an opinion on the question as to whether at some time or other there could be a railroad from Lake Athabaska to Churchill. The distance is not over 400 or 500 miles. If that could be accomplished it would open an immense country. There are streams too running in that direction. There is Salt river running for quite a distance, but it has never been traversed.

EVIDENCE OF MR. RICHARD GEORGE McCONNELL, GEOLOGIST IN  
THE GEOLOGICAL SURVEY DEPARTMENT, HEARD BEFORE THE  
SELECT COMMITTEE FEBRUARY 18, 1907.

Mr. McConnell stated that he had been in the Geological Survey Department since 1879. He had traversed all over the country from British Columbia to Moosejaw, had been down the Mackenzie and across to the Alaska boundary. He had been all over that western district, but had not been east of the Mackenzie at all. He had been through the country traversed by the Liard river and the Porcupine, and had been up the Yukon, the MacMillan, the Stewart and a number of those rivers.

His exploratory work had been mostly along the streams. He had, however, been over quite a bit of the table land. He had nearly always gone back from the river quite a bit, 20 or 30 and 40 miles in places. From Lesser Slave lake he started on foot with a couple of men packing, and went through all the country between Lesser Slave lake and Big Knife lake, a distance of about 150 miles. Then he went from Fort Providence to Fort Rae, about 150 miles, covering a stretch of country from east to west of about 300 miles. That was in the month of January, and the snow was about three feet deep. He had never been as far east as the Hudson bay basin. His mission was specially to look for minerals, but of course he was supposed to keep his eyes open for anything. Most of the information he could give is to be found in his reports to the department. He reported every year.

The Mackenzie river averages about a mile wide—the finest river in the world. He thought the lower St. Lawrence carried more water in the spring, but in the summer the Mackenzie probably carries about as much. It is a great volume of water. He worked it out at about half a million feet a second. The river extends about one thousand miles from Great Slave lake to the sea. It is navigable all the way, and a boat runs from the rapids on the Slave river down to the head of the delta. There is no trouble with sand bars, but there are occasional islands in the river.

AGRICULTURE.

With regard to the Peace river valley, the value of that country as far as wheat growing is concerned is entirely problematical. If you go there in June or July you will come to the conclusion that it is the finest country in the whole wide world, but witness had been there twice in August and found a heavy frost on each occasion. Things changed very rapidly about the end of August. He did not know if there would be frost about the same time around Edmonton, but the two years he happened to be in that district there would be about fifteen degrees of frost at night. That is in that cattle country, which is about 700 miles above the surface of the Peace river. There were no crops at that time. The soil in that district is splendid. It is precisely the same as the country around Edmonton. It is just as good a country if not better. It might be good for the growing of hay or in fact anything. There is no question that the soil is good, and in June and July it is a most delicious looking country. He went up the Wolverine and several of these rivers, and he could not say that all that country coloured pink on the map in the committee room was agricultural land.

In the Peace river country he went down the Loon river, and found much of the country in there partly muskeg; in fact the greater part of it is muskeg; but there are patches of country covered with aspen, which is probably good for agriculture. He went all the way down the Loon river and the Red river flowing into the Peace river, and another unnamed stream, and found it

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was a prairie country down there, table land with only small areas of bottom land. The table land decreases in height as you go north. As you get down the Vermilion you get the prairie again. At Vermilion the country is not so much subject to frost as in the higher land. They have grown wheat there a great number of years. In the valley of the river the low land on each side is fertile. There is no great quantity of it on either bank. There is just these flats. Taking the aggregate it is a large quantity because it is a tremendously long river. The valley is probably a mile wide on both sides of the river. The wheat had been frozen in August even at Vermilion, but they always grow some wheat there.

Hon. Mr. Power, at this point, asked: 'As you are getting nearer the Rocky mountains you are less liable to get frost?'

Mr. McConnell replied: 'I do not know. It has not been tested very much. They have grown things at Fort St. John. Getting west you are also getting higher. There is a grist mill at Vermilion and a large quantity of wheat is sent there. The wheat is all grown round there. That country is too good a country to be wasted. The valleys are protected from the wind, and the theory is that it is less liable to frost on account of the wind being kept away. There is a magnificent growth of grass in the plateau, and there is hay in the marshes. It is very much the same country as around Edmonton. It is a good place for raising cattle, but they probably would have to feed them in the winter time, the same as they do at Edmonton. Sheep ought to do well. They appeared to have a fair rainfall. Witness thought that as far as the country is concerned it is very much the same as Edmonton. The country is well watered.'

Mr. McConnell concluded that a farmer might succeed there even if he could not grow wheat, if he could get a market. That is the only thing. They grow vegetables right on the Arctic circle, potatoes and things of that kind. Potatoes grow to a fair size at Fort Good Hope. With regard to the soil on the plateau, there is a covering of black mould, and the clay below that, a clay subsoil. They have the Saskatoon berries up there, strawberries, raspberries and red currants, and blue berries. Mr. McConnell thought the spring was earlier, if anything, than at Edmonton. He did not know exactly when it closed up in the fall. He did not think there is much difference between the fall there and at Edmonton. The season is just about the same. It is further west than Edmonton. The soil is also very much the same, and the conditions generally are the same, except that it is a high plateau.

## CHANGES IN CLIMATE.

The chairman (the Honourable Mr. Davis) here interjected the remark that when he went to live at Prince Albert, Saskatchewan, there was frost every month in the year. Now they do not know what early and late frosts are; they never cause trouble.

Mr. McCONNELL.—'You cannot predict about a country in that way. We have the soil up there; that is one thing. I think when the country is all broken up and cultivated it will make a difference. The rays of the sun will get into the ground. The country up there is improving.'

As to the extent of lands suitable for cultivating in the Peace river country, Mr. McConnell said he would not call all the country coloured pink on the maps agricultural land. He knows it is not, but there are aspen ridges all through that country which may be good, but they are separated by muskegs everywhere, except on the table prairie. You have these muskegs with solid ground in between them, and in those places aspens grow, and where you find those poplars the land is nearly always good. But the poplars do not grow to any size. The aspen is not on the prairie; it is on the wooded country, in between the muskegs.

Besides there are occasional patches of prairie at Vermilion, following the Peace river down and also the Grand Prairie.

There is no large continuous prairie once you get thirty miles from Edmonton. You go out of the prairie country. Then you simply get occasional patches of prairie.

That Grande Prairie or North Peace country, which is about 75 miles across, is probably the largest, and there is a prairie following the Peace river about 25 miles. That disappears as you follow down the Peace river, and the country is wooded and partly muskeg until you get down to Vermilion. Then you get another small prairie area there. Taking the upper stretches of the country, when you get back north, forty miles from the river, you get into a country partly muskeg. If you were travelling across it with horses, you would be running into a muskeg every couple of miles, and there are ridges only a few feet higher than the muskegs, and they are nearly always covered with poplar, and those ridges seem to be fairly good agriculture land, but they are always separated by these muskeg lands. This muskeg is very deep. Witness had had horses go down in it. Along all the streams you get a certain amount of good land. There are a great many streams in that country, and in the aggregate the amount is large.

As to the Grand Prairie, or North Peace river country, the soil is very good there. There is a sub-soil. It is a good wheat country, and in June and July it is looked upon as the best wheat country in the world. He had noticed the pea-vine growing in that section, and so far as he could judge from going over it, the country is a good agricultural one, except for frosts. There happened to be some frosts both times witness was there, but apart from that the country is certainly good. There is swamp grass growing about the margins of the small lakes. It was after the middle of the month of August that he experienced frost there. He did not know much about the growing of vegetables in the Peace river country. He did not happen to be in places where there was any farming going on, but was at Fort Providence in the autumn and wintered there one winter, and ate potatoes, turnips and other vegetables like that all winter that had been grown there. That is north of the Great Slave lake. There is a little prairie up the Liard river. It is the most northern prairie witness knows of.

The potatoes at Fort Providence were not large, but they were a fair size. The potatoes grown at Dawson were of good size—good table potatoes.

#### THE MACKENZIE VALLEY.

Going down the Mackenzie, once you get away from the river flat you get into a rolling country partly with muskeg, with hard ridges between. The only possible part of that country suitable for agriculture, Mr. McConnell thought, would be the large flats down the Mackenzie river. It is a wide valley, but there is the same thing there, you never know exactly before hand what is going to happen. Certainly it does not look like a favourable country for agriculture once you get away from the river.

The prairie on the Liard river is a little north of the 60th degree of latitude. There is a lot of marsh hay growing around the Great Slave lake. It would be good for feeding stock. Along Great Slave lake itself there is a large tract of flat country which may come in some time. Most of the grass Mr. McConnell saw there was a heavy marsh grass. It is not jointed, though there is some of that kind. He remembered seeing patches of it on Hay river.

Asked as to the extent of good agricultural land in the country, Mr. McConnell said it depended on what was called good agricultural country. He knew that at Fort Good Hope right down on the circle, they can raise good potatoes, because he saw them, and there is no reason why they cannot raise vegetables all the way down the Mackenzie as far north as that. The land on both sides of the river suitable for agriculture does not extend far. There are flats two or three miles wide—bottom flats of the Mackenzie a mile to a mile and a half wide. Once you get up out of the valley the country is rolling and partly muskeg. There is a large tract of that sort of country extending as far north as Fort Good Hope. It is about a thousand miles altogether from Great Slave lake to the sea, and that flat would be six to eight hundred miles in length.

The witness, in reply to a question by the Honourable Mr. Robertson, said that at certain points on the flats there would be danger from floods. The floods usually occur at certain points in the spring when the ice is breaking up. That is about the

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end of May and early in June, when the ice goes out of the Mackenzie. There are certain places where the ice jams, and forms great ice dams and backs up the water. At Fort Simpson they were almost flooded out the spring Mr. McConnell was there. The water rose forty feet. The jams occur about the same points every year, at the bends of the river.

## FORESTRY.

The timber through all this country is confined to large spruce. White spruce is the main tree all through that country. You get spruce from a few inches up to two feet through all the way along the Mackenzie, on the flats, and on nearly all the tributary streams. Mr. McConnell found spruce at the delta of the Mackenzie over two feet through. Of course only an occasional one grows that size. They average ten to fifteen inches. Along the Liard there are good bunches of timber, and it is the same with all these other tributary streams. Once you get away from the flats the timber is sparse and the trees are small. You get small black spruce on the muskegs. The timber is simply on the flats and extends back two or three miles from the river. That is not solidly timbered on either side of the river. The poplar does not grow to a large tree as it does down here. It runs about three to six inches through. The rough bark poplar grows up to a foot or more.

In the southern part of that region you find balsam fir. There is balsam fir in the Yukon country. Witness did not remember how far north it runs. You get the jack pine, the same sort of pine that grows on the prairie, in places. It grows as far north as Fort Good Hope. You get it in patches on the sandy flats. It does not grow very large, but some of the trees would be big enough for railway ties.

Asked if there are large flats of black spruce, Mr. McConnell explained that the country is not forest continuously like it is here, but most of the country is open wood. Nearly all the muskegs and around the muskegs is covered with black spruce.

The Mackenzie has no rapids suitable for water-powers, but the streams flowing into it must have. There are groves of timber patches along the river all the way to the mouth.

Taking the Mackenzie as a whole, Mr. McConnell considers that there is a good quantity of timber, a lot of which would be fit for manufacturing into lumber. On almost every flat there is a grove. Some timber has been destroyed by fire. Fires have run in places, but the timber is not badly burnt.

## FISHERIES AND FUR-BEARING ANIMALS.

There are great quantities of white fish in nearly all the lakes. Mr. McConnell wintered at Fort Providence just below Great Slake lake, and in ten days there were about one hundred and forty thousand fish caught. They come into the shallow part of the lake about September 15. They were caught by the Hudson Bay Company, the missions and some Indians. They use fish to feed the dogs, men and everything. It is the staple food of the country, or was, the year witness was there. They catch the fish at all seasons, but late in the fall is the particular time for catching them for the winter supply. They get salmon trout there also. At the Fort he had had them weighing 15 to 20 pounds and they told stories about catching them 40 pounds in weight. There was one King salmon caught at Fort Providence—only one. They also get pike or jack fish. Witness did not know about pickerel.

The inconnu is a fine fish, and is caught all the way along the Mackenzie and up the Slave river as far as the rapids. It is a large fish weighing from ten to twenty pounds.

There is a lot of fur in the country—marten, fox, beaver, otter, bear. You do not get the barren lands cariboo along the river, but once you get west to the semi-barren land, you get cariboo in tremendous numbers. There is a herd of buffalo west

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of the Athabaska, another herd north of Fort St. John, and another a little further north. Witness does not think any person knows how numerous those herds are, but they are not very numerous. He saw the tracks of one herd. There are large timber wolves all through that country. He had not heard whether the wolves were destroying the young of the buffalo.

#### MINERALS.

The Mackenzie valley is not what would be called a mineral country. The only mineral Mr. McConnell saw was small lignite seams near Fort Norman, and there are possibilities of oil all through that country. There is a tar spring north of Great Slave lake, and down below where Tar river comes in the oil is simply dripping out of the shale in several places. That is real shale, or oil-bearing rock. There was no mineral along the Mackenzie as far as he could see, except the lignite seams and oil.

East of the Mackenzie some distance, you get into the mineral country. Witness had never been there. West of the Mackenzie you get into a possible gold country, but the Mackenzie itself does not flow through a mineral country.

In the northern portion of Athabaska and Lesser Slave lake, there are chances of lignite seams in several of the formations there. All through that country again there are chances for oil. Every one knows about the tar sands along the Athabaska. There is tar there for about one hundred miles to a depth of 150 to 200 feet, and several tar springs. One is reported at Lesser Slave lake, one on the Peace river, so that all that stretch of country is a possible oil country.

There is fine gold on the Upper Peace river, and it might possibly be found in quantities. It is different from gold in other parts of the country. There are no quartz seams, but gold is found in the river bars. There are iron stones connected with the coal, which is found on some of the streams of the Upper Peace river. Witness did not remember seeing any coal on the lower part. It is nearly all lignite.

There is salt on Salt river. There is gypsum down the Mackenzie too, but so far away from transportation that it is not worth much. There is a very large deposit of it near Bear mountain.

Witness did not know of any sulphur in the northern country.

#### CLIMATE.

The winter is longer at Fort Providence than at Edmonton. The ice does not go out of Great Slave lake on an average until July 1. That portion of the river from Great Slave lake, down to the Liard, does not open up until about the same time, or about the latter end of June.

The snow goes off in May, and witness remembered getting flowers on May 28 below Fort Simpson.

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## EVIDENCE OF DONALDSON BOGART DOWLING, B.A.P. SC., OF THE GEOLOGICAL SURVEY.

Mr. Dowling explained that his experience of the country under investigation dated from a trip by Lake Athabaska through Reindeer lake and back to the Churchill, and then through to Prince Albert, in 1892. Then in 1899 a trip through from Fort a la Corne down the Saskatchewan through to the Burntwood river, touching the Churchill again below where he was before. Then he made a trip down to James bay and through the country on the western corner of the bay.

For a great part of this country around Hudson bay and James bay, in Keewatin, from the eastern end of Lake Athabaska eastward to Hudson bay, and southward around the southern part of the bay, there is a sloping basin, which slopes towards the central part of the continent, but it is not a heavy slope. It is a very gentle, undulating plain, not broken into rough hills, but mammalated, gentle rolling in every direction. The lowest point in this would probably be in the centre of the district outlined, the Nelson river. That river does not flow in a valley. It simply occupies the lower portion of a depression. There is an easy depression up and down again on both sides. The river itself does not keep a channel, but flows from one basin to another, spilling from one lake into another until it gets down near the bay, and then it cuts some crevices in the limestone, which is lying just on top of the rocky country witness had mentioned.

## GEOLOGICAL HISTORY.

As to the soil, a great deal of this country has been swept clear of the old rotten rock which makes up our soil. This stuff has been carried away to the southern part, and behind has been left a lot of the coarser material which goes to make up soil even yet, but after the glacier had swept over the country it did some good by acting as a dam, and holding back some of the water which resulted from its melting, forming lakes in its front, and in these lakes was carried back some of the finer material which helps to make up the soil. Thus in Manitoba we have the bed of the old Lake Agassiz, but around James bay and Hudson bay we can assume first of all that the glacier which swept Keewatin and came from the northeast, swept the southern part of Hudson bay and part of Keewatin, and stopped in the vicinity of Nelson river and Lake Winnipeg and so on to the south. Then before it started to retreat, another glacier from northern Keewatin at its centre, near Chesterfield Inlet, sent ice south along the face of its first glacier, and as it was melted back again it left a body of water in front of both glaciers. Then we have a triangle outlined by the Nelson river on the east, the Burntwood river and Burntwood lake on the west, a narrow triangular strip in the Nelson river valley, between the Nelson river and the Churchill, which is covered to a depth of 100 feet, by a deposit of clay, fine clay and silt, with, on its western side, some and along the eastern more bouldery. You would imagine those boulders had dropped and along the eastern more boundary. You would imagine those boulders had dropped over the edge of the ice into the lake and were left there. East of the Nelson river the deposit of clay and boulders is very inconsiderable. There is hardly any. Just what is left now is what was in the ice when it stopped—it melted away and left the boulders and some clay there.

West of this clay plateau, over the country towards Ranger lake, there is a similar condition prevailing. The country has been swept bare, and in the depressions you will find clay deposits with boulders. The hill tops will resemble our Laurentian hills to the north, reddish granite with a few trees, and you see the colour of the rocks on

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the hills, but in the valleys there will be soil enough to grow most of those trees. Now, to carry on the history of the clay deposits further east, I should say that when the ice left this country it also left the southern end of Hudson bay, extending further inland than it does at present. That is, the Hudson bay waters invaded the southwest and south side of both Hudson bay and James bay, and of course to the north there are some great depressions, but then we can imagine that when the ice had disappeared Hudson bay and James bay were much larger than they are now. The depth of water which has disappeared is just about 500 feet; that is if you go from the Hudson bay or James bay up the rivers until you get an elevation of 500 feet above the present elevation of the bay you come to the original shore line, and that is marked simply in this way: All the way from the bay you are passing through a plain which is nothing but deep sea clay, which has been deposited from the sea. There is no doubt about that being sea deposit.

#### AGRICULTURAL LANDS.

We have only two parts that are agricultural lands, that we could consider as agricultural lands in this vicinity, and that is the triangle between Churchill and Fort Nelson, and the strip of country around James bay and Hudson bay. The rest is only possible in an extreme sense. It is a case of markets. There is a mission there, and the priests have a garden.

When these two portions of agricultural land first appeared above the water, the portion to the east was probably first. The water was drawn away and the portion to the west came up afterwards. The history of this country cannot go back more than ten thousand years until it gets under the water. The next movement that occurred was that the southern part of the country was elevated, and the streams over this new country were given a tendency to run towards the north, and they all ran in that direction, but later on streams wanted to run more easterly, and so all these streams that are running not through that rock but through the clay belt ran in that direction towards Hudson bay—ran to the north and turned abruptly to the right. In reference to the history of this plain being very recent, it has this bearing, that the drainage of that area is also new; that is that the streams having completed their valleys, the valleys are merely straight cuts. The drainage makes some difference in the country as an agricultural land. There is the clay, and the next thing is to make that an agricultural country, and Mr. Dowling pointed out that its early entry gave such a short time to drain—that is, the natural drain—that most of that country is drained by ditches, they are not river valleys but ditches, and therefore the drainage does not extend on either side very widely.

There are then, along the river valleys, a strip of a mile or less than a mile on each side of well-made country, covered by very fine forests, and giving rather a false impression of the country as a whole. The centre portion between the streams is now exactly as it was when it came out of the sea, except that it has some vegetation on it which it had not at that time. All it needs is the drainage. That is the point. The soil and the climate are good. The same might be said of the portions between the Nelson and the Churchill.

#### FORESTRY.

Along the river valleys the trees are always well grown, but back from the river on the plateaus you get into muskegs and small timber that kill the soil simply because it is not well drained. The muskegs there are not very deep.

Around Churchill Mr. Dowling had seen timber down to the mountain. The timber does not grow quite so large there. There is a strip all along the front of the bay which has no timber. Back in the interior there is timber. The vegetation around the bay is very good. You would not know that you were so far north.



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There is probably a good quantity of pulp wood in Grand Rapids, on Lake Winnipeg and on the Saskatchewan river, but that country is mixed. It is spruce and poplar, and if you go north from the Moose Lake country you get away from the poplar and you get into the spruce country, pure and simply—spruce and jack pine. There is lots of that and it is fairly good for pulp wood, but I do not think it will ever grow to timber. The jack pine might be used for ties, but it is not suited for it:

## WATER-POWER.

Asked by the chairman as to the water-power on the Saskatchewan, Mr. Dowling explained that there is a fall of 80 odd feet in four miles of a rapids, where the river falls into Lake Winnipeg, and at the mouth of the rapids there is a strip of deep water for a harbour. It is a good harbour. You could probably get a fall of 50 feet in half a mile, and witness thought it could be made available by building a canal on the side. It is a large stream, about the same size as the Ottawa. In the fall it is lower than the early spring, except the fall of 1899 when it rose 25 feet and swept the explorers out of the country. You could not develop as large an amount of power there as you could in Ottawa, because it is not so well situated. At Ottawa there is a group of islands where the water can be divided, but at the Grand Rapids there is a narrow channel running around the horseshoe bend, and the country on both sides is much higher than the river. The river is down in a deep cut. If the channel could be put across the bank, directly across the bend, then there would be an immense water-power. By building a very large conduit, and probably a tunnel through there, a large power of water could be obtained.

## FISH, GAME AND FUR-BEARING ANIMALS.

With reference to the fisheries, small whitefish come to the shores of James bay, also herring and some other fish witness did not know, but all the rivers are abounding with whitefish, perch, dore and jackfish. Some of the upper, larger streams have sturgeon.

With regard to fur-bearing animals, that is probably the richest part of the Hudson Bay Company's preserves. Their mink, and formerly their beaver and marten, or a great percentage of them, were from this part of the country. The killing of beaver is prohibited, so that now there is no shipment of beaver. The blackest beaver and the whitest beaver witness had ever seen came from near the Lake of the Woods. In the country down near the bay there is less beaver, and more of the nomadic animals. That is the wolves, foxes, martens and otters. Witness did not hear of many lynx in this country, but there are a large numbers of them further west. They are probably more partial to the dry country. It is a great country for foxes. They seem to be able to live on the sea birds and mice. They can live where the minks cannot apparently.

There are a number of cariboo and there are a lot of moose from the west side of Lake Winnipeg. The moose are now getting into the upper part of the country. Witness thought that the north of Lake Winnipeg was better supplied with moose and cariboo than the eastern side. The musk-ox would be found in this country. Witness saw five bears in this district, 'but that may have been just luck.'

## MINERALS OF KEEWATIN.

With reference to minerals, the country is not rich in that regard. Most of the country passed through is covered by granite, so that you do not expect to have anything very rich. There are some iron ores in the vicinity of Stoon Mill lake, west of the James bay and south of Hudson bay. There are three or four areas in the country

of the Saskatchewan that have some rock, such as at the Lake of the Woods and Cobalt, and the rich mineral country—the Huronian rocks. It takes time to find minerals. This first area he spoke of is only 40 or 50 miles northeast of Cumberland House on the Moose river. The area in question lies north of Athapapuskow, Cranberry lake, and Red lake, as well as Wabishkoka lake. There is another area of the same rocks on the Nelson river, crossing the Grass lake and running through the Pipe Stone lake. There are probably some minerals in those rocks. Outside of that you will not find anything of very great importance.

The character of the rock at Lac La Ronge, north of Prince Albert, is limestone. This country is just in a wide limestone district, starting from Lake Montreal, which is on a cutaneous hill. From Montreal lake to Lac La Ronge you go down stream at a great pace, running down through sandy beds, and a great mass of stuff which you could never get through. When you reach Lac La Ronge you are down to limestone. Between those two there are all those rocks which carry coal oil or petroleum in the Athabaska country. There is a line of hills here, that are so covered by the sand and gravel that nothing can be told about what there is in them till they are explored by boring or digging.

Mr. Dowling being asked if there are any indication of the rock containing any material used for making cement, replied that in that country there are only two places that he knew of where the right kind of lime could be got. It is clay and shale. You must have the limestone free from magnesia. The two places he referred to are in Manitoba, Split Rock on Lake Manitoba, and some little island in Swan lake, near Dawson bay. There is an island on the lake with pure limestone, and a point on Lake Manitoba. The limestones of Lake Winnipeg and all the other lakes are too high in magnesia.

Witness knew nothing about the coal seams at Lac La Ronge, but he had seen coal there. If there is a coal seam it is on the hill above the level. At Lac La Ronge there is limestone in the bed of the lake. The coal is up above the limestone. If there is coal there, it must have been discovered on the river running into Lac La Ronge, because Lac La Ronge is too low. You have to go up a hill to get coal.

There have been no indications of oil along that country of the character of the Athabaska oil. In some of the higher lakes above the Athabaska the oil had been distilled.

There is iron ore, and the possibility of gold and silver ore, and also copper ores in the Grass river district. There is no asbestos. With reference to mica, it can be found all over that country, but it is in small pieces. It is not likely to be very large at Stanley. Witness would hardly expect a large piece of mica to be found there. There are some amber deposits near the mouth of the Saskatchewan river. It is all in small bits like pieces of resin, in fact that is all it is. It is resin brought down by the Saskatchewan river, and left there. It is not a very valuable mineral, too hard and brittle to be used for pipe stems or anything of that sort. There was talk about it at one time, but it is all over now.

Witness heard nothing of petroleum being discovered north of Cumberland House. It takes time to find it.

#### CLIMATE.

With reference to the climate, witness did not care to say very much, because he had only been in the country in the summer time, and without having taken records of temperature it would hardly do. The country was in a flourishing condition, and they never expected to have anything frozen. The most northerly point where he had seen vegetables products in Keewatin was on the Nelson river about 56, which would be 180 miles north of Churchill.

At Churchill they had winds from the southwest all summer long, which made it very warm, but there were two days when the wind shifted and came from the north,

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and people wanted their overcoats at once. Then the warm weather returned. It did not freeze, but it was very cold. It was very pleasant in the summer. Sometimes there are very heavy rainfalls, but witness was fortunate in having dry summers. He had a couple of showers. However, it is not a very dry climate.

## MEANS OF COMMUNICATION.

Asked by the Honourable Mr. Bernier as to whether there would be any possibility of having harbours and ports on the southwest side of Hudson bay and James bay, Mr. Dowling explained that there are natural harbours on the east side, but on the west side it would be difficult to have harbours. It is very shallow all the way through, from the southern end of Hannah bay to Churchill. There is a good harbour at Churchill. At Churchill you get to the rock. South of that, when the tide rises five or six feet the shore line changes six miles.

The salt water permeates the Hudson bay from the ocean right up to the mouth of the Moose river. Witness thought the reason of that was on account of the tides. The regular shape of the opening permitted it.

The harbour at Churchill is a land-locked harbour with rocky points on both sides, not a very wide entrance. The only complaint about it is that the entrance is too apt to be crowded with ice in the spring. The ice is driven in with the tide in the spring.

EVIDENCE OF OWEN O'SULLIVAN, C.E., OF THE GEOLOGICAL SURVEY,  
HEARD BEFORE THE SELECT COMMITTEE, FEBRUARY 20, 1907.

Mr. O'Sullivan explained that in 1904 he was engaged as assistant to Mr. Wilson, in examining the west coast of James bay. They went up the River Kapiscau for 150 miles and surveyed it, and found mostly swampy ground, right to about the head waters of the Kapiscau, longitude 86. His impression was that the whole coast from the southern extremity of James bay at the mouth of the Hurricane, up to Cape Henrietta Maria, for an average of 100 miles in depth, is mostly swamp country. It is partly peat and wet spagnol, wet moss. There is a bluff of small spruce here and there isolated.

In 1905 he was sent to survey the coast between York Factory and Cape Henrietta Maria. The Factory is situated on the north bank of the Hayes river, which is quite close to the mouth of the Nelson. The waters of both rivers go into Hudson bay together. Unfortunately the ice stopped him at Cape Tatnam from July 1 until July 18. He could not get along the coast with his canoe and camping outfit. The ice was held there by a north wind. The wind would take it all along the bank. It was on an average of about four feet deep at that date, from July 1 to 18, 1905. It extended as far out in the bay as the eye could reach. It was floating ice, driven by the wind right up along the bank, and very dangerous. He thought a properly constructed steamer could have broken through. It was all broken up, floating ice. It was very dangerous with a canoe. Witness had to keep clear of the pieces when the tide was coming in or going out. The shore is very flat and the tide runs out three or four miles, and sometimes he would be stuck. When he would be taking his course on distance with the chronometer, his canoe would be left dry in the mud and the tide running out. He went as far as Fort Severn. That is half way between York Factory and Cape Henrietta Maria. He left there on August 4 and could still see the ice at sea.

The shore between York Factory and Cape Henrietta Maria was swampy as far inland as he could walk in two or three days.

Mr. O'Sullivan testified that during the summer of 1906, he started from Split lake on the Nelson and made for the head waters of the Little Churchill river, going down the Little Churchill to the Big Churchill. The country between Split lake and Big lake is mostly swampy.

AGRICULTURE.

The country about Big lake is a good loamy soil with easy slopes surrounding the lakes. From Big lake to the Big Churchill the country is rocky and swampy with a good deal of good loamy soil in places—a rich clay loam. The rock is mostly granite and gneiss. It is very hard to find out whether it is suitable for agriculture on such an expedition. It is hard to know the extent of the soil, but the witness thought the climate was suitable. There were lots of boulders all through the country. It is possible to cultivate what there is of the land. There are places where the land extends to the size of a dozen townships, and then there would be three or four times that much without having in it enough land for a good sized township.

In the vicinity of Churchill there is grass in the valleys of very good quality. It occurs about half-way down the Little Churchill.

Good potatoes are raised at Split lake. Witness had a bag of potatoes grown there. They were rather small, but very tasty. That was in June, and they were grown the previous year. Split lake from the coast, by the Nelson, would be about 175 miles.

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Witness went down the Nelson river and north to Churchill. The general character of the country from James bay further north is good, agriculturally. The country from Split lake rises to Wabishkok about 200 feet. That is about 30 miles in a straight line.

Besides potatoes, witness had seen turnips, cabbage, and lettuce growing, and all appeared to be very good. The potato vines in September were touched with frost rather severely. The potatoes were taken up on August 23 and 25, 1906.

The witness stated that he had been up near the head of Lake Winnipeg, where the river leaves the lake. There is good agricultural land around there. He never had such good potatoes as at Cross lake. He did not see them growing, but had them in June and also in September. The June potatoes would be the previous crop, and the September ones possibly the new crop. They do not grow any grain there. They have no cattle. There are no settlers in there. The Hudson Bay factor raised the potatoes. He had just enough to keep his own family. He had them in three or four different quarters. Witness saw lettuce and turnips growing at Churchill. They attempted to grow some potatoes, but he did not think they made a success of it last year, but if the potatoes were planted and taken care of they would mature at Churchill.

## FORESTRY.

In his trip in 1906, the only timber Mr. O'Sullivan saw was at Split lake—spruce, poplar, white birch, from 4 to 18 inches in diameter. The country between there and Big lake is of course a swampy country, black spruce swamp, small spruce averaging four and six inches in diameter. It would make good pulp wood, and then around Wabishkok you get the same birch and white spruce and so on. They are a little larger, as large as six to eighteen inches in some places. You get isolated groves like that. The black spruce would average in the nice terraces, and level clay slopes from the lake, to about 18 inches. They grow that size and more. North of that, between there and the tree limit or the open barren ground, the country has been run over by fire, about 40 years ago, and probably, there was another fire which occurred about five years ago, so there are no trees. The moment that you leave going down the Little Churchill there are no trees to be seen on the heights except on the valleys of the river you get bunches of spruce and poplar which escaped the fire. These spruce and poplars which are in the valleys are sometimes twenty inches in diameter.

The cottonwood grows to about 14 inches. It is tall and very healthy looking. The spruce trees grow pretty long, and quite a number of saw logs could be taken out of each tree. The soil is pretty good, but the area is small. Once you leave the Big lake, all the way down there is no timber at all. In the valleys of all the streams there is timber, bunches of spruce and tamarack.

At the Big Churchill the clay hills are mostly covered with moss. It has been burned over, and you find good large spruce in the valleys of the Little Churchill river away up to about 18 or 20 inches in diameter. But they are very few. They are all very healthy looking trees. In the small scrub tree you get the limbs down to about three feet from the ground.

The northern limit of spruce is 56:47 latitude north. Beyond that you get into the barren lands.

About half way down the Deer river we come to the open barren grounds which consist of moss, averaging one to two feet thick. You meet a lot of those small lakes, and as you approach them you get this moss. You often get five or six feet of this peaty moss overlying the ice. Receding from these small lakes or ponds you come on to the ridges, which are practically all level plain. A great many of these lakes have no outlet.

The slope of the country is so uniform and gradual that there are no steep falls, and you could never develop any power. The Big Churchill is too swift to ascend.

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There is a large body of water, but the river is not navigable owing to the swiftness of the water.

#### FISHERIES.

Split lake has been pretty well cleaned out of fish by the Indians and the Mounted Police. There are lots of good whitefish in Big lake averaging four pounds. You get sturgeon in the Little Churchill all through, some of them weighing as much as forty pounds. At the mouth of the Beaver river, about half way down the Little Churchill, the witness got fish averaging six pounds, and grey trout averaging about four pounds. All the lakes through the country are full of fish, whitefish especially. There are very good whitefish in all the lakes. There is no bad water in that country. At the mouth of the Churchill river you get salmon and sea trout, all of excellent quality. Then you get the porpoise, which is quite an item when you have to keep dogs for the winter, at Churchill.

#### MINERALS.

There are no minerals to be found between Split lake and Churchill. There is nothing in the rocks. There may be something north of Churchill, but the witness had not time to go there. He did not see any evidence of iron or coal between Split lake and Churchill. He never studied the country nearer Lake Winnipeg. From the head waters of Deer river to Churchill there is a silurian limestone.

#### MEANS OF COMMUNICATION.

Mr. O'Sullivan considered it would be easy to build a railway through the country. The character of the land is all right until you meet the red clay hills, where he left the Great Churchill at the junction of the Little Churchill to get to the headwaters of the Dee river. There are hills rising from 100 to 300 feet above the level of the Great Churchill river which have to be crossed. He did not see any seriously difficult point in getting a good line of railway from Spit Head to Churchill.

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## EVIDENCE OF WILLIAM McINNES, M.A., GEOLOGIST, OF THE GEOLOGICAL SURVEY, GIVEN BEFORE THE SELECT COMMITTEE, FEBRUARY 20, 1907.

Mr. McInnes stated that he has been employed in the Geological Survey since 1883. The regions in the west with which he is familiar, first the district between the Saskatchewan and Split lake on the Nelson, a country which he was over last summer, and secondly, the region lying between the west coast of Hudson bay and the northern part of Ontario, Lake Nipegon and the Lake of the Woods.

The whole region from Split lake to a line of about 40 miles north of the Saskatchewan is a clay covered country.

The witness passed through this country, went by the Burntwood river and came back by part of the Grassy river, and made a number of excursions inland between these two rivers. After leaving Split lake, ascending the river, this clay-covered country shows absolutely no boulders and no gravel. Even the shores of the lakes, until you reach a height of about 800 feet, show no gravel bars at all.

There is absolutely nothing to interfere with the cultivation of the soil there. It is a country that has been burnt over. Witness assumed that the Burntwood river got its name that way. It has been subject to repeated burns. At the present time it is covered by a very open forest. Grasses grow fairly luxuriantly. There are two species of this, blue joint grass and a wild rye, that are the prevailing grasses. He understood, though he is not very familiar with those grasses himself, from Professor Macoun, that these are very excellent meadow grasses and make excellent fodder.

Mr. McInnes left Norway House in the second week of June and made the circuit and came out at the Pas on September 6, so it was June, July and August he was there. He saw grass growing from eighteen inches to two feet high.

The witness computed the area of this country at about 10,000 square miles. He does not mean to say that all of that ten thousand square miles is good land, but the basin characterized by this deposit of clay has an area of about ten thousand square miles. It is bounded on the north by the Churchill river. The witness was at about the centre of the basin. The Indians told him it extended north to the basin of the Churchill river. Beyond that, northwards, instead of clay you get sand and gravel.

Starting at the Pas and proceeding towards Churchill the witness first passed through about 140 miles of country underlaid by the flat limestone of northern Manitoba. He walked for miles over hills of almost bare limestone with hardly any soil. Beyond that—that is above the contour he had spoken of where this clay was deposited, there is about 170 miles to Split lake, possibly in a straight line about as the railway is projected, that is characterized by these clay deposits.

## AS TO THE FLAT COUNTRY.

As to the flat country in Keewatin, beyond this clay area, it is a country of a different character. The witness proceeded from the Albany across country by the portage route to a large lake on the Agnooski river 100 miles, and then another 100 miles across to the Winisk lake and down the Winisk river to the sea, and he crossed through the country between Agnooski and the Winisk by three different routes, perhaps 40 or 50 miles east and west between each route, and the country is very much the same character. It is a country that is very much denuded; that is to say, the original archaic rocks have been worn down to almost a plane. The elevations are very moderate. The only elevations to be seen are of glacial origin. They are old boulders and gravel. The

country generally is characterized by these hills of boulder and gravel and intermediate valleys very largely muskeg. Except in the immediate valleys of the larger rivers there is very little land that would be suitable for agriculture, very little indeed, and that is a characteristic of the whole country Mr. McInnes was over; that is of the upper waters of the Agnooski and the Winisk rivers and down to about 150 miles from the sea. From the point specified, down to the sea, the country is of an entirely different character again; that is to say, it is country that is originally overlain by from a very few feet at its edge, to 100 feet or more, of boulder clay of a very tough impervious boulder clay, which holds up the water, and on which the drainage, up to the present time, is of a very imperfect character. The present drainage of that area is comparatively recent.

There is overlying this boulder a marine clay which holds very well defined marine fossils, some of the shells quite as well preserved as you will pick up on the seashore to-day. The witness picked up some of these species which showed that subsequent to glacial time that country up to the 450 foot limit was down in the sea.

#### A GREAT KEEWATIN RIVER.

The present drainage has only had since that time to work itself out, and has not yet become very perfect. An instance of that is seen in this Winisk river. There is a lake under the head of the Winisk from which the main river flows, and from which the west branch flows north. They come together at a point, following the main stream, 250 miles below, enclosing an island 250 miles long. There are two other islands of this character along the Winisk river, one 80 miles and the other about 50.

It is a good large river. Mr. McInnes estimated it in cubic feet per second, some 25,000 cubic feet per second. It runs in size somewhere between the Gatineau and the Ottawa, not as much as the Ottawa quite, but larger than the Gatineau. Over the whole of the country, the last 150 miles down to Hudson bay, granting the proper climate and granting proper drainage, this green clay would make an excellent soil. In fact it is quite the same as the clay in the vicinity of Ottawa, practically clay of the same soil. It is very impervious clay and the country is extremely fit, except for the moderate slope down towards the bay, and it occurs in east and west undulation, so that there is no drainage except by the larger rivers down to the bay. There are little streams running into the sides of the river, but they cut very sharp walled trenches, sometimes 80 feet, as steep as boulder clay will stand, and that means an angle of say 60 degrees, 80 to 90 feet high. You get on top of these banks and you have a mossy place, sometimes 6 feet of moss. It is never peat; never having turned into peat. It is simply a green moss which is pressed into layers of a couple of feet thickness at the bottom of the 6 or 10 feet, but never apparently oxydized or never carbonized at all, practically unchanged. The growth is going on still. It is merely the successive layers which are pressed down by subsequent layers on top of them, so that in places the thickness is quite ten feet. The first week in August Mr. McInnes got down to the sea coast and spent a month there. There was an ice barrier when he reached Hudson bay, off the mouth of the Winisk river. It had grounded about five miles out. It is very shallow water. It extends out four or five miles exceedingly shallow, the large boulders sticking out in high water. In low water there are extensive mud flats running out four or five miles from the shore, and the company's fishing boat had to make a circle of eight miles out of the bay before they could run up the coast.

#### AGRICULTURE.

There are no grasses in that mossy district in the valley of the Winisk. A river of that size in places has some shores, perhaps a quarter of a mile, here and there, beyond the actual shore of the river, and it is grassy there. That is, there are occa-



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sional bottom lands, but there is no extent of them. The witness did not think there is an agricultural country in that eastern district. It is entirely different from the country he had been previously speaking of.

Upon the Nelson river wheat has been grown successfully at Norway House, and also at Cross lake. Of course, he could see that they grow no grain at any of their posts nowadays. In the old days they grew it and ground it in hand mills. Witness saw potatoes that were grown about 50 miles north of the Pas. There were quite showy potatoes, great large fellows like those you see exhibited in fairs—tremendously large, grown on practically new land, and they had a very large crop of them. Mr. McInnes did not eat any of them. The Nelson has its source within forty miles of the Rockies.

There are no settlers in the Nelson district. The Indians, however, grow potatoes at several points, even in the northern part of it, as far north as Nelson House, about latitude 55. On July 11, when the witness arrived at Nelson House, the Indian potatoes had vines about eleven inches high, and were almost ready to flower. When he got out on September 6 to the Saskatchewan, at the Hudson bay post there, at the Pas, Indian corn was very well headed out, with very large fine ears quite ready for table use, and there was no frost until September 29. He knew that because he stayed there until then.

With eighteen hours of the day light, and no frost in the summer, vegetation is rapid. In a country where you can ripen Indian corn you can grow practically anything.

Mr. McInnes drew the attention of the committee to the fact that there is a very large area immediately adjoining the Saskatchewan river from a little this side of Prince Albert, clear down to the mouth of the river of very swampy land. In fact for a long time they thought they could not build a railway in to the Pas on that account. It occurred to Mr. McInnes going down that stretch of country that the only thing that has prevented the Saskatchewan draining this area is the occurrence at the mouth of the Saskatchewan of what is known as 'the Grand Rapids,' with a fall of 100 feet. This fall is in length a distance of about  $3\frac{1}{2}$  miles or thereabouts, and Mr. McInnes suggested that there is a possibility that these marshes might be done away with by blasting out the rock, thus increasing the speed of the river and lowering the basin of the Saskatchewan and draining that swampy country. It would bring into cultivation a great many thousand square miles of as fine land as could possibly be found. It is all alluvial land of the best possible character.

## FORESTRY.

The western part of Keewatin has evidently from all accounts been a country of good timber generally, but unfortunately it has been almost all burned over, and burned over a good many times, so that at the present time the only areas of good timber that the witness knew of are the area north of Moose lake, the area west of Clearwater lake, and the area between Cormorant and Yarnstone lakes. He made cross sections in that country several times, and he found white spruce, and the largest tree he found was 30 inches in diameter. That was the largest tree. He would say most of those trees make three 14 foot logs because they are growing thickly, and it is a regular white spruce timber limit. There are a great many from 10 inches up to 23 inches. That is an area about six miles long by two or three wide, and going through that there are areas of swamp. He cross sectioned through it and would come to a quarter of a mile of good trees, and then perhaps half a mile of swamp land with black spruce, and half a mile of good trees right across. North of that point there are only a few isolated areas of timber that had escaped the fire. On the islands and lakes there are pretty good timbers, and on some little peninsulas that are nearly cut off; otherwise it has all been burnt.

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At Nelson House, in order to do some building, they had to go up the river some ten miles and pick out a log here and there before they got enough to put up a house. There is a great deal of timber that would be fit for pulp wood. The black spruce which grows to 8, 9 and 10 inches, covers practically the whole ground. Where it has had thirty or forty years' growth it gets up five or six inches through, and it is a very peculiar timber. The yearly growth is very small. It is packed very closely together, and it would make excellent timber. It would yield more fibre than the average stock.

There have been a great many fires up there. Timber of large enough size to saw into deals and boards, such as are used in building, is confined to within a very few miles. The missionary priests at Albany go to church at the mouth of the Winisk, and the church is constructed from lumber that they sawed from trees cut a few miles up the river. In the swampy portions of course, it is entirely black spruce and tamarack, and generally small size, 6 to 8 inches. A very great deal of it would make pulp wood, and on the drier ridges of boulders and gravel there are white birch and poplar, but these are not of any commercial value. The northern limit of white pine is found just about the Albany river. The northern limit of spruce is reached at Winisk lake.

#### FISHERIES AND GAME.

All the larger lakes of this country abound in very good whitefish. The lakes within convenient distance of the Saskatchewan have already been commercially fished. It is extraordinary how far they have been able to haul those fish out. In the winter season they haul them one hundred miles. There are two companies carrying on the fisheries. One has headquarters in Winnipegosis, and the other at West Selkirk. One of them is the Dominion Fish Company, and he thought the other the Northwest Fish Company. They have privileges from the Dominion government, and they fish under license, it being in the territory outside of Manitoba and the new provinces, which has not yet been assigned to any other province.

The companies hope this winter that the new railway will reach the Pas and one of the companies is putting an extensive plant in the lakes near the Pas hoping to send out the fish by rail, but they had already fished those lakes and hauled their fish in the winter all the way down to Winnipegosis and across Cedar lake, over 100 miles. Chicago is the market. The principal fish are whitefish and lake trout.

There are many other lakes in that country which contain valuable fish such as the witness described. Split lake, for instance, is about 30 miles long by three to eight miles in width. If that country were opened up by railways there would be a considerable business in exploiting the fisheries, because the sturgeon is valuable. They would get the sturgeon on the Lower Nelson and part of the Churchill. The companies put on steamers on these various lake expansions on the Nelson, so that they reached down to within a few miles of Split lake, and marketed sturgeon in that way. They put tramways on all the portages. They ran that way for a couple of summers, but the distance was too great and it did not pay.

The larger lakes have a very good whitefish and sturgeon. The head of the Adawadskit was particularly full of sturgeon. Going out Mr. McInnes' party was short of pork and stopped one day to get supplies. In one night's fishing the Indians caught so much sturgeon that they had enough to carry them for 150 miles to the Hudson bay post. One of the sturgeon was three feet long.

At the mouth of the Winisk the Indians were catching speckled trout and whitefish in very large numbers. In fact the Indians of all that interior country live on fish. They smoke and dry them to a limited extent, and late in the autumn catch them before the larger lakes are frozen over, when the temperature is low enough to freeze the fish. They catch enough to put by for the winter. The fish are sent to Chicago frozen. It is only in the winter season they have that trade at all. They fish the

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nearer lakes all summer and only reach the far away lakes in the winter. They have large ice houses and regular freezers for the summer trade. Ordinarily on those lakes they are able to pay on an average about four cents a fish, or about two cents a pound. The Indians catch fish and sell them to the companies, but they have complained sometimes of the fishing companies going in there. The Indians are not interfered with by the companies as to the catching of fish for their own use, but they claim that the Indian cannot sell to any one but the companies having the leases. The companies are very glad to get the fish. The companies make their own bargains with the Indians.

As to the fisheries of Hudson bay, the witness only knew from his own knowledge that at the mouth of the Winisk they were only catching river fish—speckled trout and whitefish. Porpoise were very plentiful about the mouth of the river, but he saw no other fish. He did not think there were any salmon on the west coast of the bay.

Ducks were fairly plentiful. The geese do not nest in that interior country. They do down along the coast. Witness knew by the descriptions that there are a great many lagoons lying just inside of the shore, along the west coast, where ducks and geese nest in countless thousands. The wild geese live on all sorts of little shell fish, water beetles and crabs, and many seeds of water plants, other than wild rice. He remembered shooting mallards in that country, and their crops were full of little bivalve shells about the size of his nail. The geese are not fish-eating to any extent, and neither are the mallard ducks, still they will eat shell fish.

## MINERALS.

Mr. McInnes explained that the forty miles of limestone he spoke of as having passed over north of the Saskatchewan is an excellent stone for building purposes. It has a large proportion of magnesia, perhaps 45 per cent. But it occurs in regular layers and can be got out in thicknesses from a foot up to six feet and in blocks of any size.

There are only two or three belts of what is known as the Keewatin rocks. These are the rocks which in Western Ontario hold gold. The witness found no minerals in commercial quantities. He found traces of copper on File lake. At Cross lake there is an area of these Keewatin rocks cut by intrusive granite of the same character as the photogene of western Ontario, which are almost always gold-bearing, but nothing has been found there. The limestones would make excellent building material. There are some intrusive granites on Grassy river which are of fine texture and beautiful red colour, which would make very fine monumental stone, trimmings for buildings, &c., and would quarry very well. That would be along the projected line of the railway.

There is no possibility of coal there. The rocks are below the coal horizon.

Some man at the Pas has discovered coal oil not far from the Pas, on Pas mountain. The witness saw some of the bituminous shale that was quite impregnated with bitumen, so much so that when some of it was submitted to a professor in Manitoba, he thought it was rich enough to extract it commercially. That is south of the Saskatchewan, however. That is quite an overlying formation which does not extend to the north at all.

An occurrence, that seemed to witness to be of particular interest, was his discovery on the upper Winisk river of a large area of so-called norite rock. That is the rock in which the nicked of Sudbury occurs. It is quite a characteristic rock. Mr. McInnes examined samples under the microscope, and they are not to be distinguished from the other. That leads him to hope that there is a possibility of nickel occurring there too, but he did not find any, although he examined as well as he could. But he had not much time, and was too far way. There are two, or three areas of these Keewatin rocks occurring unfolded in the Laurentian, but Mr. McInnes found no min-

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erals in economic quantities in them at all. Near the Eadmet river, a tributary of the Albany, he saw crystals of mica in the granite, two and a half inches in diameter. Of course that is not large enough to amount to much, but it shows a possibility that there might be something better there.

When Mr. O'Sullivan spoke of limestones down the lower parts of these rivers, he referred to limestones of the Hudson bay basin, which run perhaps forty or fifty miles up these rivers. There is quite another basin on the other side, the intervening land being archæan, which if they had ever been covered with limestone, of which there is evidence now, the limestone must have been entirely eroded away. Those limestones would furnish building material and could be burned into lime.

#### CLIMATE.

Mr. McInnes said he could not very closely indicate the isothermal line on the part of the country he had explored last year, but he could say that that country averaged from four to five degrees in the summer months higher temperature than the same latitude further west. He thought that the isothermal line which would go past the north end of the country he had been speaking of would come down as far as the north shore of Lake Superior, which would be a very long distance south. He had records kept during all summer of the temperatures through that western country, and he had a summary of the record kept in the preceding summers.

He was rather surprised at the warmth of that western country in summer. He was surprised at the way heat kept up in the evenings. He kept the thermometer readings morning, noon and 6 o'clock in the evening, and found the 6 o'clock temperatures were almost as warm as the noon temperatures. That country has a very long day in summer. The day in those high altitudes is very much longer, and the growing time proportionately longer. In June they have about eighteen hours of daylight.

As to the district where he found the 170 miles of agricultural land he had described, he only reached there about the middle of June. There was no frost in the balance of June or in July, and no frost in August, excepting once, on, he thought, the 29th, when the thermometer dropped just to freezing point. There was not enough frost to touch vegetation at all in the valley of the river where he was. He noticed when he got out to the Saskatchewan there was rather a high ridge on which there were a lot of half-breed settlers. He got there on September 6 and noticed on top of the hills where they had potatoes that they had been touched just on the tops, but down in the valleys the potatoes in the garden of the Hudson bay post had not been touched at all. He presumed that frost was on August 29.

The witness had often been over the Canadian Pacific Railway between Lake Nipissing and Port Arthur, and the country he had traversed from the Pas eastwards as compared with the country north of Lake Superior was much superior.

#### SETTLEMENTS.

There are a few half-breeds and Indians settled at the Pas, and there are the two Hudson bay posts spoken of. Apart from that, there are no settlers in western Keewatin, just wandering Indians. Of course, there are a great many Indians there.

#### MEANS OF COMMUNICATION.

The proposed railway through the Pas would go through 170 miles of tolerably good land, and of course there are areas of swamp.

The proposed route runs not quite through the centre of the fertile country described, a little south of the centre, but pretty yearly through it. It would necessarily have to cross the limestone ridge of which he spoke. It has to go about 40 miles before

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it gets off the limestone. It could not escape the limestone by swinging to the north or south. It is very flat country with very moderate undulations. There is no difficulty about building a railroad over it. Near the Saskatchewan and Split lake there is a gradual fall, perhaps 280 feet in all. That is the difference in level of the two points; but there is no point intermediate between the two that is any lower than 180 feet above the level. Generally it is extremely level.

The witness being questioned by the Hon. Mr. Power, said that he was not very certain about the derivation of the name Pas. His impression was that it meant the threshold, the step in the sense of being the gate or threshold of the country. It is one of the earliest posts the old French company established. They established one there and one at Cedar lake before the Hudson Bay Company went in there. It was the French who christened that place.

The distance from the Pas to Split lake is about 250 miles, and from the Pas to Fort Churchill about 480 miles or thereabouts.

As to the suggestion to blow up the rocky ledge at the mouth of the Saskatchewan, Mr. McInnes was asked if it would injure the navigation of the river. He replied that there are some steamers on the river, but he thought if his suggestion were carried out it would improve the navigation, because it would confine the water to one channel. If that improvement were made a railway could be run down the valley; at present it would have to go some distance back, because the country is exceedingly swampy.

EVIDENCE OF HENRY ANTHONY CONROY, OF THE DEPARTMENT OF  
INDIAN AFFAIRS, INSPECTOR UNDER TREATY NUMBER EIGHT,  
HEARD BEFORE THE SELECT COMMITTEE, FEBRUARY 25, 1907.

Mr. Conroy stated that he had been annually travelling through this northern country for about eight or nine years. He starts in along the Athabaska river, from Athabaska Landing, which is about 100 miles from Edmonton, and goes up the river to the junction of the Little Slave river, thence visiting all the Indian reserves in the treaty district.

AGRICULTURAL LANDS.

Mr. Conroy explained that the banks of the Little Slave river are flatter than those of the Athabaska. They are not high. Say from Moose river; there is some good agricultural land, some open country. In fact in the opinion of the witness, the most of it, when the timber is cleared off, will be all good for agriculture. When you get up to the southeast end of Lesser Slave lake, the country around there, up to the valley of the Swan hills, is a beautiful country, some parts of it heavily timbered, while other parts are open. Mr. Conroy drove through there last fall. There is some prairie and some beautiful grass. The finest grass in the world grows there, blue top, some of it six or seven feet high. He drove through hundreds of acres of it last fall that was at least six feet high in most places. It has a regular river bottom, and the Swan hills are back about twelve miles from the lake. The basin all the way around the lake is a beautiful country in the opinion of the witness.

THE BLUE GRASS COUNTRY.

The blue grass grows on the high land—blue joint as they call it. It will not grow in sloughs. It is very good grass. It does not generally grow on damp lands. You can get land up in that country where there is no sod in it. You can kick the sod right up, and you can get hay just as thick as it can stand. Witness would not be surprised to learn that four tons an acre could be got off the land, from the looks of it. This grass cures standing in some places, but the great trouble is that year after year it breaks down and the other grass grows up between it, so you could not cut it very close if you wanted to, because there is the old hay at the bottom. Where some of the pioneers cut the hay they burn that portion off, and in the spring it grows up clear, and they can mow it with machines. There is a good deal of open country in that district all around the south side of Lesser Slave lake.

When you get up about 40 miles north of Lesser Slave lake, between that and Whitefish lake, about 44 or 45 miles, there is 20 miles of a rolling prairie country, which appeared as though it had at some time been burnt and the poplar timber burnt off. The feed on the bunch grass there is excellent, and the hills all slope to the south. The opinion of the witness is that it is one of the finest pieces of agricultural country in that district.

Sturgeon lake is about 110 miles southwest from Whitefish lake, which has a wide fringe of low ground. In high water Mr. Conroy had seen it covered with water, but the last four or five years the water has been low in that country, and this low country has been covered with hay. It is not the blue joint grass nor is it the bunch grass; it is another species of hay. Witness did not know what to call it, but when cut it made good hay, and it grows about two feet high and just as thick as it can grow through

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that country. There is an Indian reservation at that end of the lake, some 9,000 acres, and a little river called Sucker creek runs through it. On the banks of that they can grow anything. The witness saw the finest potatoes and vegetables there that he had seen in his life.

A little further south and west lies the Prairie river country, and that is the finest piece of the Northwest Territories Mr. Conroy had seen. It is partly open, most of it open for quite a few miles, and nice bluffs of timber, mixed, some spruce among it, and some poplar. But the most of it is level and open. No bunch grass grows in it. It is the blue grass of the country, and the drift pile runs right up. Witness was never far up on that, only just a few miles, but the information he got from some of the Indians and the pioneers there, was that it runs to some considerable distance south of where he had not been.

There are two Indian agencies right on Lesser Slave lake. They raise potatoes, vegetables, barley and oats, and they grow wheat. That district would be about the 56th parallel of latitude.

At Sturgeon lake there is an Indian reservation, although it is not surveyed yet. The Indians refused to have it surveyed two or three years ago, but they are very anxious to have it surveyed now. There will be about sixteen thousand acres due the Indians around this lake. It is very fair agricultural country, good ranching country, lots of good water and lots of good hay.

From the Sturgeon lake and Prairie river, towards the Little Smoky river, after getting out of the Prairie river valley, there is a ridge of timber which is not much good for anything. It is small brush, and witness would suppose that the ground is cold. It looks to be a kind of white clay. If it is moistened it is a kind of gummy. The timber on that ridge runs through from the Prairie river valley south. After you cross that again you come into a section of low country, some of it open, with a small river called many names running northeast to west. It is only a beaver country. That is a great hay country. The witness saw a beautiful blue joint grass growing there.

## THE PEACE RIVER COUNTRY.

Between the Little Smoky river and the Lesser Slave lake the country is open. Along the banks of the Little Smoky the spruce grows very large, the largest of any until you come to the Peace river.

The timber on the banks of the Smoky river is tall. The banks of the river are seven or eight hundred feet above the bed of the river. The banks of the Peace are a thousand feet high, and this part of the smoky is not very far from the Peace river. The banks of the Smoky river go in benches. You go a hundred or a hundred and fifty feet on the level, and then down a bank and strike another bench. So you go down from one bench to another until you get to the river bed. It is a nice easy country to make roads in. The soil is good. There is no rock in that country. The highest bench would be probably a mile and a half, maybe more, from the river.

When the Peace river district is reached, via the route taken by Mr. Conroy, the altitude is very high, probably higher than it is at Edmonton. It is certainly over 1,000 feet from the top of the bank down to the bottom of the river—tremendous banks. The country, as witness understood it, is very fine. Bunch grass grows all along the north side clean through to the Hayes river. He had information as to this country from Indians and half breeds, and they say bunch grass grows all along the way. Shortly after striking the Peace, Dunvegan is reached. On the south side of that is the Spirit river country that witness had already described.

This country north of Dunvegan, all along the river, is in the opinion of Mr. Conroy, fit for agriculture on both sides and for any distance back. Of course, you have to go up to the top of the banks to get the land. Fine buffalo grass grows in the district north of Dunvegan up to the Peace river crossing.

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Along the Peace river near Peace river crossing, there is a fringe of timber most of the way, but it is not very wide. As to the country running across from Dunvegan to St. John, it would not take a man very long to cross it if he had a road. The foot hills of the Rockies begin very near Hudson's Hope.

## MR. MACOUN'S EVIDENCE.

The witness stated emphatically that he is of opinion there is a large area of valuable agricultural land on the Peace river. Taking the whole country there, as far as he knew, there is as much agricultural land to be settled as there is settled at present west of Winnipeg.

In reply to questions, the witness said that this was the very country that Mr. Macoun had spoken of disparagingly before the Agricultural Committee of the House of Commons two years ago. Witness said he most certainly disagreed with Mr. Macoun. He was there in that same country at the time Mr. Macoun was. Mr. Conroy said he thinks Mr. Macoun got wrong information.

Hon. Mr. PERLEY.—'He spoke from his own knowledge.'

Mr. CONROY.—'He did not have proper knowledge. I was through that same country that spring, and it happened to be a very wet spring. The farmer he speaks of had not a grain in up to May 20. That I can swear to. In fact he could not have put it in before June 6. That is the year it froze, and it has never frozen since. Old timers in there do not want anybody to come in, and they tell people that the country is no good. That is what they told Mr. Macoun. They have the whole country to themselves. One man grows 2,000 or 3,000 bushels of wheat every year and gets for it from \$1 to \$1.75 a bushel from the Hudson Bay Company, and he does not want anybody else to come in and compete with him.'

Hon. Mr. FERGUSON.—'Mr. Macoun said you strike a hard pan there?'

Mr. CONROY.—'That is in the country where the altitude is high. There is hard pan in every part of the country. It runs close to the surface at that particular place, but I can take you to a place not very far from Ottawa where you can get hard pan on the surface the same way. That probably dips two or three miles further on and goes down deep.'

'How far north of Edmonton is that?'

'About 700 miles by the trail. It is about 350 or 400 miles in a direct line. We have to take an indirect course in order to touch the different reserves. It is about 5 degrees of latitude north of Edmonton. The river broadens out as you go east and north.'

Continuing his evidence, Mr. Conroy explained that from Vermilion north-easterly you are out of the agricultural country, but below that it could be made an agricultural country. There are no settlers there at all.

There is some good country up along the Clearwater—very nice country from an agricultural point of view.

The CHAIRMAN.—'As to the whole of this Peace river country, you ought to be in a position to know whether the country is fit for agricultural purposes or not. In your opinion is that country good for agriculture?'

Mr. CONROY.—'Yes, I consider it as good as any settled. As I told you, there is just as much there to be settled as there is now settled west of Winnipeg.'

## THE NORTHERN DISTRICT.

Mr. Conroy remarked he was down at Fort Providence at the mission five years ago. They have a splendid farm about latitude 62°30', and Mr. Conroy saw beautiful crops of wheat, oats, barley and peas. He left there on July 28, and their barley was fit to cut, and they were cutting it. Their oats and wheat would be ready to cut in a



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day or two from the looks of it, and the priest later told him all their grain was cut without a bit of frost. July 28 is very early to harvest crops, but you would not think so up there. They have lots of sunlight. One could sit out all night and read. The altitude is low, and you can see the reflection of the sunset and sunrise. The witness was not far enough north to see the midnight sun. They can grow all kinds of wild fruits in that country, but not apples. The witness got very fine strawberries at Fort Providence, and there were raspberries, blueberries and cranberries also. The furthest north witness had seen apples was at Edmonton. They might grow further north.

## FORESTRY.

Down the Athabaska river from Athabaska Landing to the junction of the Little Slave, the banks of the river are fringed with timber, probably from half a mile to two miles wide. Witness did not think it is more. The spruce is fairly large in some districts—fit for sawlogs, and mostly all fit for ties and small building timber. Some of it was very large spruce for that country, three feet across the stump. There is an Indian reserve along the Little Slave river, and a portion of that has good timber. The Indians have the finest piece of timber on the Lesser Slave lake as a reservation, the spruce is large, and there is a species of poplar, what they call the black-bark poplar, which grows very large there. Witness had seen it from three to four feet across the stump. It grows very large, and sometimes fifty to sixty feet high on this low land. The north side of Lesser Slave lake is covered with quite a heavy second growth of poplar, some spruce, but not very much, and the poplar is not very big, probably from nine to twelve inches through, and grows very slim and tall. It is very long, just a little bunch of limbs at the end of it, and the trees grow close together all along the north side of Lesser Slave lake.

When you get back about half way between Lesser Slave and Whitefish lake, you strike a timber belt running from that to Whitefish lake, and there is some spruce and a great deal of poplar. Witness had seen spruce logs there two feet through, a great many of them in that section of the country.

After leaving the Prairie river valley to cross over to the Little Smoky, you do not meet any timber until you come towards the Little Smoky river. About nine miles in width from the Smoky there is a timber belt probably 25 or 30 miles long, from information witness got from the Indians, and eight or nine miles wide, going through it, mostly spruce and black-bark poplar.

The country lying due west of Sturgeon lake, between that and the Big Smoky is, some parts of it, muskeg, but there is a lot of very good land too and some very good timber, and along the banks of the Big Smoky there is some excellent spruce.

Mr. Conroy never was there, but the Indians told him that on the east side of the Smoky there is quite a big limit of timber. Most of it is spruce, and in the low land tamarack, so that there is quite an area of timber along the Big Smoky.

After leaving the Puskopee prairie going to the west there is no more open country, but there is a timber country right across to the Pine river. The banks of the Pine are very high, higher than the banks of the Smoky. Witness thought they were about as high as the Peace. They commenced away back, and the timber all along on the steep banks is very high. The belt of trees appeared to him to be wider along there than anywhere else, between six and seven miles wide in the part he went through himself. It runs right through a bald hill where it enters the Peace.

The south side has the trees. On the south side of St. John's in British Columbia, between that and the Peace, the country is not much good. It is a very high country. There is some timber, but not of any economic use, mere brush. On the sides of the banks it might be of some use.

Witness had been 13 or 14 miles north from Dunvegan on the Peace, and found timber growing pretty large. There are groves in that country through which a man

could drive a mowing machine, the trees are so far apart. One would think they had been planted there.

Witness had never been, in the country south of Lake Athabaska, but as far as he could see it looked to be well timbered. He had been east of Lake Athabaska as far as Fort a la Corne. All along the river there is good timber, down the Great Slave river.

On the lower levels of the Athabaska, clean through to Athabaska lake, there is heavy timber all the way along. Witness does not know what is behind the timber belt, but believes it is pretty muskeggy. That is what the Indians told him. He had been up the river by boat every year for eight years. Taking the country as a whole, there is quite a lot of marketable timber. All the rivers and lakes could produce good timber. There are millions of cords of spruce for pulp wood.

There is a beautiful water-power on the Peace river, and there are ninety miles of rapids on the Athabaska from Fort McMurray to Pelican portage. There is all the water-power that could be desired—tremendous falls.

#### FISHERIES, GAME AND FUR-BEARING ANIMALS.

Along the Peace river from Vermilion until you get to Lake Athabaska there are low rocky shores without timber, but the waters are full of fish. Immense quantities are taken every year. There are whitefish, greyling, pike and many other kinds, but no sturgeon as far as the witness knew. At the east end of Lake Athabaska there are Indians. The Indians all through this country make their living principally by hunting and fishing. The principal varieties of fish are trout and whitefish. Witness had seen trout weighing twenty pounds. These lakes are full of fish. Twenty-eight, thirty and forty pounds are common weights for trout. That is just the 'whitefish trout.' They have a salmon trout, a whitefish trout and a rainbow trout up in the mountains. There is untold wealth in those lakes. In the northern waters they have whitefish, herring and trout. There is nothing done commercially in the matter of fishing. The Hudson Bay Company do not feed the fish to the dogs. Witness thought that if there were more fish taken out of the lakes it would be better for the fish. The fish got better after a quantity was taken out. The Indians dry some of them. They can smoke a fifty pound fish and dry it. The Indian will cut up his fish in the summer time and dry it.

The reindeer go as far north as latitude 60. They have been coming to Lake Athabaska for years. They did not come last year, and there was starvation among the Indians there, but that is the first time in the remembrance of the oldest Indian in that locality that they did not come that far. They come in countless thousands. The Indians stand in the lodge doors and shoot them as they run around. The animals have not any fear.

There is also moose in that country and musk ox.

The country which lies in between the Peace river and the south shore of the Great Slave lake, Mr. Conroy had been told by the Indians and half breeds, is a buffalo country. He had not been more than three or four miles back in it himself. He was told that there is a bunch of wood buffalo in there yet. It would take a man on horseback five days to cross that prairie.

The Indians and half-breeds told Mr. Conroy that the country between Great Slave river and Hay river is covered with buffalo grass, excepting a little timber that grows in a fringe around Great Slave lake. He had information from Indians living in that country that it is an open country covered with prairie grass.

North of Great Slave lake there is a bunch of buffalo that have been there, the Indians say, for fifty or sixty years. The Indians claim that buffalo grass grows in there clean up to the Yellow Knife river. Asked if the buffalo were increasing, Mr. Conway replied that he thought not. The wolves have been very bad for the last five or

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six years, and the Indians claim that they kill the calves. Witness thought that there were somewhere in the neighbourhood of three hundred and fifty buffalo. That was approximately, of course. He got a specimen for the Department of Agriculture last year to be mounted. The Indians got it for him. This herd are the only wild buffalo on the continent, he believed. They are very large, much larger than the plain buffalo. One old Indian told the witness that years ago they found a herd of buffalo between the Liard and the Hay river, and one time they got a herd of them at Fort Providence, and they slaughtered all that were in there.

There has been a close season for buffalo for a good many years. The skin of the buffalo that the witness procured for the department was a tremendous size, and he would say the animal must have weighed fourteen or fifteen hundred pounds.

You do not require to enforce the law to protect the buffalo. The Indians will not kill them. They want to preserve them as much as any one else. They are the Wood Cree Indians in the country north, as far as the sixtieth parallel, and the Chippeweyans north of latitude sixty until you come to the Aleutians or Esquimaux. The Indians think if the buffalo are gone they will have nothing left. The Crees are benefiting by the errors of the Indians south of the Saskatchewan. They know that the buffalo are all gone south of them and want to protect the wood buffalo. The government is giving a bounty for each wolf killed. Not many have been killed yet. The Indian does not like to kill wolves because of some superstition, but the half-breeds will kill them. Witness saw a couple of those timber wolves a couple of years ago. They were very large. These wolves never go in packs. They generally are in couples, but you sometimes see three of them together, and that is the most you see together.

The musk ox is not becoming exterminated as the buffalo is. There are lots of musk ox in the country. They will take care of themselves. You cannot follow them. The Indian cannot go very far into the muskeg, and they do not follow the musk ox any distance. They get them at the end of Lake Athabaska sometimes, but they have not been killing them since the close season started two years ago.

## MINERALS.

The minerals lie in the country east of Lake Athabaska. It looks to Mr. Conroy just such a country as the Lake of the Woods, the same Laurentian range, a kind of reddish grey granite with strings of white quartz running through it. If there is anything in the quartz, there is lots of it there. The same way with asphaltum, if it is any good there is lots of it.

Some gold was discovered up near St. John's a couple of years ago, just below St. John's, near Mud creek. Then there is the gold sand on the Peace river.

Asked if there is much coal in the country he had travelled through, Mr. Conroy replied that there is coal everywhere, both on the Athabaska and on the Peace. Coal is plentiful. There is coal also in the Liard country and gold also. The coal is good for fuel, and burns well.

There is a salt mine at Salt river. The salt is as white as snow. It is right at the northern boundary of Alberta.

In reply to a question, the witness said he had been to Fort McMurray many times. He went up the Athabaska to McMurray. He saw en route timber, coal, asphaltum and oil, the best oil country he had ever seen. Some places you can see it leaking out of the bank. The banks are very high there. He had been right to the top of this bank and it is all asphaltum. He could not figure out the extent of it. There are miles of it.

## CLIMATE.

Asked by the Honourable Mr. Ross, of Middlesex, how the climate in the Peace river district compared with that at Edmonton, Mr. Conroy replied that it is about the same.

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The Chinook winds are felt as far north as Lesser Slave lake. He had gone through that country once, when for twenty-one days in January you did not need your coat in the middle of the day. The cattle were all out in the pasture fields. He had been going in there every year for eight years and had been there for five winters.

Mr. Conroy stated that he never saw a very deep snowfall in that country. He felt pretty sure that the Chinook winds go through to Athabaska lake.

The witness testified that in that country in the winter he did not suffer as much as he had suffered from cold in Ottawa, and he slept out every night, sometimes under a tent and sometimes in the open. He travelled once with a dog train and afterwards with ponies, and got along very well with them.

Fifty below zero was the coldest witness had ever seen up there, and that only once seven years ago.

In the spring, as a rule, the ice breaks up on Great Slave lake about July 1. The ice floats around in the northern part of the lake all the year round. The lake freezes up again about October 15. It is open from July 1 to the middle of October. In Lake Athabaska there would be a slight difference, but not a great deal. The witness had seen the Athabaska broken up on June 24. It would be open from June 24 until probably October 15.

The summers are very fine.

#### SETTLEMENTS.

At Athabaska Landing there are quite a number of settlers who are doing very well growing grain. They have been quite successful. At Vermilion there has been a settlement for fourteen or fifteen years. Mr. Conroy said he had been there many times, and knew all the settlers in that section. Some of the finest wheat he ever saw he saw growing in that settlement. He only saw it after it was harvested; it was threshed. They have a roller mill there, an up-to-date mill. The Hudson Bay Company manufacture flour to send north to Vermilion.

You get all the agricultural implements in there, binders, mowers, horse rakes, steam threshing mills, just the same as you get outside.

At the Lesser Slave lake at about 56 degrees north latitude, there are some white people, pioneers who have been farming for the last four or five years.

They raise oats principally and wheat. Witness had seen beautiful crops of wheat the last two or three years. They use the grain for local consumption. Oats were worth \$1.50 a bushel there last year. The Hudson Bay Company and traders and half breeds and Indians that have horses buy the oats. They do an immense traffic in there carrying supplies. It is the outlet into the Peace river.

Last year the settlers at Lesser Slave lake got their crops in about the first of April. As to the harvest, they were done about August 20.

From the Big Smoky across through what is called the Spirit river country, but which is not a very extensive country, there is a very fine looking district. Mr. Conroy saw some very fine crops growing there. Wheat, oats, barley, potatoes and many other vegetables grow. There is quite a little settlement of pioneers who have been there for some years. Going west from there we come to another little prairie called the Puskopee prairie, but there are no settlers yet. That is open country, and is a very fine looking country. From the Spirit river country, all through, you get the buffalo grass all over the country.

The settlers at Spirit river are Canadians or English. There was one man in there for two or three years from Ottawa, a Mr. McLeod. There are white men with their wives and families, not very many, but there are some. They are going in now every year.

As to the Indians in Treaty Eight, there are about four thousand treaty and two thousand non-treaty, about equally divided between Crees and Chippeweyans.

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## MEANS OF COMMUNICATION.

The Peace river at the Peace river crossing is about 600 or 700 yards wide. The water is very deep in places. There is no rapid. It is swift water. From the mountains there is a clear stretch of navigation down to the Chutes, a distance of nearly 600 miles. As you go north the river gets wider. It is navigable from the Athabaska lake up to the Chutes. The Hudson Bay Company run a steamer up to the Chutes, and another from above the Chutes to the Rocky mountains. The Chutes consist of two falls, one probably nine feet high and the other about fourteen feet, and these occur within probably a mile and one half or more.

There are many opportunities for landing.

EVIDENCE OF RICHARD S. COOK, MAYOR OF THE CITY OF PRINCE ALBERT, SASKATCHEWAN, HEARD BEFORE THE SELECT COMMITTEE, FEBRUARY 25, 1907.

Mr. Cook explained that he had been engaged in farming at Prince Albert for the past fifteen years. He has a large stock and dairy farm, operates it successfully, and has made it pay every year. Prince Albert is a little north of latitude 53, some 48 miles further south than Edmonton.

Witness explained that he had travelled considerably over the country about Prince Albert, particularly to the north and northwest of that city.

He has gone north from Battleford and down the Beaver river. Little is known of that country. It has always been travelled by canoe.

Stanley Mission is the furthest north he had been, 250 miles north of Prince Albert, and about the same distance north of Battleford. The country in that northern district is fit to be an empire in itself and a wealthy one. People know little of it yet, but it is going to prove an excellent country for agriculture. It is such an immense country it is hard to grasp the possibilities of it. You might travel over it for years and know very little about it. There is very little open country there, except where the fire has gone, but about 75 per cent of the soil in that country is good, capable of being cleared up and becoming good agricultural land. The area must be at the least about 250 miles by 250 miles. It is hard to judge.

In travelling about the country, he had examined the country about Fort Pitt, Beaver lake, Moose lake and Cold lake. For a considerable distance immediately back from the River Saskatchewan the soil is light, not a very good country.

AGRICULTURE.

The country immediately behind Fort Pitt is fit for raising grain. This district is quite a piece north of Prince Albert. The further north you go in that country, the better it is. The country is dropping gradually; the altitude is getting less, and on the Chippewyan reserve, south of Cold lake, there is as fine land as witness had ever seen in his life. The grass is 4½ feet long, and people have been known to grow 100 tons of hay the first season. Witness doubted whether wheat would grow the first year.

Around Cold lake the fires have been very destructive. There has been good timber there, and where it has been burnt over the grass is good. It is stumpy yet. The soil is all right and the pea vine is growing, and good rich grass, so that witness thought the country down the Beaver would be a fairly good agricultural country. This district is 150 miles north of the Saskatchewan. It would be northwest of Battleford about 150 miles.

At Fort Stanley and the Churchill, 250 miles north of Prince Albert, they are raising all kinds of stuff. There is a sheaf of wheat in the Board of Trade in Prince Albert which was brought from there, and it is certainly a very fine specimen. The secret of the whole thing is that the country is falling as you go north and east, and the climate remains about the same. As your altitude drops, there is a great deal of timber, and the temperature remains very much the same. As you go west you are getting higher up, and there is more danger of summer frosts. Witness thought that in the areas he had visited in the north there is a country that will be settled up and sustain a large population.

The fires have been very destructive in parts of the Fort Stanley country. The soil throughout at one time was a good soil, but where the fires were very heavy and

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hot it burnt the top of the soil. He would judge that 75 per cent of that country has good agricultural soil as soon as it is cleaned out.

## FORESTRY.

Passing down the Beaver river country and towards Prince Albert, there is a large quantity of very good spruce. Witness thought that the soil throughout had been in the main very good but the fires had been very destructive, and burned off a good deal of the top soil. Where that top soil is gone the country is of very little use. It is growing up with black birch and second growth poplar, but where the fires have not destroyed the top soil it is a good country. There are openings, but to no great extent.

Down through the region immediately north of Prince Albert, and on through to Montreal lake, it is pretty much a timber country, and the same remarks will apply to it. The soil is better throughout. There is more good land, and always has been, and the timber is better wherever it is left. The fires have been very destructive there.

The poplar is good wood and will be useful some day. At present it is not used as it is not required, there being plenty of spruce, but it will be used some day.

There is quite a lot of timber all through the country between Prince Albert and Stanley Mission. There is merchantable spruce in large quantities around there. A good deal of it is taken up by timber berths, but there is a good deal of it left. There are small bluffs scattered all through the country. There is an unlimited quantity of pulp wood in there. Where it is not good timber it is pulp wood.

About two-thirds of the timber immediately around Stanley Mission has been destroyed by fire.

There is no calculating the amount of the timber that has been destroyed, and the very best spruce at that. The government are now taking steps to try and put a stop to the burning. They have fire engines out there during the dry season, but it is such a vast country it is a very difficult matter.

## FISHERIES.

Mr. Cook is at the present time inspector of fisheries. Once, some years ago on the Beaver river, he had seen 32,000 whitefish caught in two nights, which would average about 2 or 2½ pounds each. They put up the winter supply of fish in three or four nights. These fish were caught by half-breeds and Indians. The fish were coming down after spawning, and those catching them set the nets right across the river. This happened in close season, 'but they did not bother about that; it was the fish they were after.'

There are whitefish, trout, jackfish, and some sturgeon in the Torch and Saskatchewan rivers.

Reindeer lake and the small lakes all around it are full of fish. They fish up there until about December 1. Sometimes the lakes are open until December 15, and break up again about May 15 to 20. It depends upon the size of the lake. If it is a very large lake it will take a little longer. Witness had seen the lakes open on December 15. Those lakes are teeming with fish, with whitefish, sturgeon and trout. The trout run as high as 50 pounds.

The sturgeon run from ten to one hundred pounds. Witness had never seen one over 100 pounds. He had seen one whitefish that weighed 17½ pounds, and trout that weighed fifty. He had them for the exhibition in Ottawa, but the train was blocked and did not get through. The biggest jackfish he had ever seen weighed forty-five pounds. They have some little bits of things and they range from that up. In other places they have big fish from ten to forty-five pounds in weight. There is no

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doubt it would do the lakes good to take a number of fish out of them. Witness recalled that when they started to fish in Candle lake the fish were poor and thin. After they fished that lake for a couple of years, the fish became good again. You do not do the lakes harm by fishing. It is like the timber in that respect. If you cut out the big timber you protect the smaller timber, and it grows faster.

Hon. Mr. Power asked if it was not possible that a certain amount of food went into the lake after the settlement, and that would be one reason.

Mr. Cook replied that was not the case.

Commercially there had been very little use made of the fish. This year they are shipping again to the United States.

Lac La Ronge is an immense beautiful lake teeming with fish.

#### MINERALS.

Mr. Cook explained that he could not say much about minerals. There is a coal seam about seven miles east of Prince Albert which runs under the Saskatchewan river. At the Mackenzie coal mine there is a shaft sunk 20 feet probably, and there is fairly good bituminous coal. You can trace the seam across the Saskatchewan. You can find coal up to the size of your fist for a certain distance, and then it ceases. There must be an outcropping under the river. Nobody is bothered about the coal. Coal has also been discovered at Lac La Ronge, there is no doubt about that. Good samples have been brought in, but nobody bothers with it yet because wood is so plentiful.

#### CLIMATE.

Mr. Cook did not consider the climate of the country north of the Saskatchewan as severe as that at Winnipeg, for the simple reason that the timber tempers it, and the altitude is lower. There was a Chinook at Prince Albert on February 14, 15 and 16 of this year. The snow was pretty much gone.

The average fall of snow is about ten inches. It had been reported that Prince Albert had about 54 inches of snow during this year, but witness was prepared to swear that there was not more than 15 inches. He measured it purposely. The Chinook wind strikes Prince Albert about three times during the winter. They are generally sure of a thaw in January. This year they did not get it until February. It was late. Witness had a letter from his wife in his pocket dated February 16. She wrote that the snow was going very rapidly, and she was afraid the meat in the store house was spoiled. It is not a country of deep snow at all. Last year there was scarcely enough to get sleighing all winter, and the same the winter before. There was no sleighing until about January 1.

Some of the farmers allow their cattle to run out of doors all winter, but it is not a good practice. They have to feed them, of course. Last year witness was harrowing on March 17 and seeding about three days after. He had a good deal of his crop in April 1. With regard to the fall frost, if you do not get the frost by August 25, you do not get it until the end of September. Prince Albert occasionally gets it in August, and the farmers get their crop harvested before that time. The old system of broadcast farming and seeding in the spring has gone out of date. It is a thing of the past.

Fall wheat has never been attempted at Prince Albert. Witness thought it would grow there. He had only had one year that was too dry for farming, that was in 1886. He had never had crops cut down by the frost so that the wheat field would look like the street.

The country is well watered all through. He has a well on his farm only four feet deep, and he waters fifty head of cattle and four horses.



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## SETTLEMENTS.

Settlements have been started 20 miles north of Prince Albert, and some years ago an American went in there and has a beautiful farm. The witness brought in a collection of vegetables from that country, and he never saw a better lot of farmers' produce in his life. This original American pioneer was growing Turner raspberries, and any one will tell you that where you can grow Turner raspberries, fall wheat will grow, and where fall wheat will grow the climate is fit for anything. The settler in question got the Turner raspberries from witness in Prince Albert. It takes a certain climate to grow that raspberry, and they claim the same climate will grow fall wheat. It is not the wild raspberry of the country; but a variety sent out from the experimental farm in Ottawa. Wild raspberries grow all through that country.

That one man starting out demonstrated that the climate was all right, and others followed suit, and there are now 150 or 200 settlers in that country, which was considered a few years ago as no good.

The same remarks apply to the country clean out to Candle lake. That country is fairly clear and open and there is some hazel brush, and where hazel brush will grow the land is considered good, and where poplar will grow it is also considered good soil.

## MEANS OF COMMUNICATION.

Mr. Cook explained that the people out on the Saskatchewan and north of it anticipate being able to ship by the Hudson bay route. They are all expecting it. They consider that there is not a question of doubt, but that it will be successful. They expect an open route via Hudson bay for half of July, all of August, September, October, November and a part of December. Witness was speaking from the information received from people who spent their lives on Hudson bay. He had met men in the Hudson bay service who had been up in Ungava. Many of the Hudson bay officials come in to the Prince Albert district to settle, after they have been superannuated. From information obtained from these old Hudson bay men, his honest opinion—nothing more—was that it was a perfectly feasible route for the months he had given; half of July, all of August, September, October, November and a part of December.

Mr. Cook, concluding, remarked: 'When you are shipping out your cattle, you are sending them by the short route, and the shrinkage will be light. One feed, or probably none at all, will take you to Churchill, and you will get a third of the crop out at least before the frost, and that will be a great relief to that country.'

EVIDENCE OF THE VENERABLE ARCHDEACON J. MCKAY, OF THE CHURCH OF ENGLAND DIOCESE OF SASKATCHEWAN, HEARD BEFORE THE SELECT COMMITTEE ON FEBRUARY 27, 1907.

Archdeacon McKay explained that he had been forty-five years in the west, in charge of missions of the Church of England and was ten years at a place on the Churchill river, a little north of Lac La Ronge. The nearest point to Lac La Ronge on the map is where the Anglican mission is situated, about ten miles north of Lac La Ronge, on the Churchill river. This is almost due north from Prince Albert, and in a straight line it would be considerably over two hundred miles from Prince Albert. Then the witness had been in the Saskatchewan district generally, travelling between Prince Albert and Battleford and down the river as far as Grand Rapids, travelling backwards and forwards most of the time. He had been for some time superintendent of the Anglican missions. For the last two years he had been at Lac La Ronge.

White settlement at present is not yet practically settled. The district north of Lac La Ronge is rocky. The Laurentian formation extends along that part of the country. The south side of Lac La Ronge is of limestone formation, and from there on to Prince Albert it is not a rocky country. The rocky country begins there. Lac La Ronge is not the head waters of the Churchill river. The land between Lac La Ronge and Prince Albert in some places is very good. It is all forest practically until you get about thirty miles from Prince Albert, or perhaps twenty or thirty. You then begin to get into the open country where it is not heavily timbered.

The wild fruits are cranberries, raspberries, blackberries, blueberries, gooseberries, saskatoon and wild currants.

To the west of Lac La Ronge the country is very much the same. It is not rocky, some muskeg and some pretty good land, but all timbered—in some places heavy timber. There is spruce and poplar. The spruce is good enough for lumber, and of course it would do for pulp wood.

Archdeacon McKay explained that he had been as far north in this country as Lake Cariboo. In fact he had been away to the north end of Reindeer lake. It is a pretty poor country up there, and the trees are not very large.

In reply to a question, the witness stated that he was born on the eastern shore of James bay near Rupert's house. His father was a Hudson's bay officer. Witness had his education in Manitoba in the early days. He had been more in the old country than in eastern Canada. He lived at Moose Factory until he was eighteen.

From the Churchill he had been down to Hudson bay, and he had been as far west as Ile a la Crosse lake and on to Lac Loche, which is not many miles south of the Clearwater river and in an east-southeasterly direction from Fort McMurray. His sphere of work, since he commenced, has been in Saskatchewan.

Asked if he thought that there is any territory around Hudson bay and up to Lac La Ronge which would in future support settlement, Archdeacon McKay said he would hardly think so. That is a very rocky country. He had never heard of any minerals in that country.

AGRICULTURE.

So far as agriculture at Lac La Ronge is concerned, witness had raised good wheat on that point on the Churchill river for seven years in succession without having it frosted. The climate is good. It is a rocky country, and there is not a great deal of good land; but so far as the climate is concerned it is all right for raising anything that can be raised in the Saskatchewan generally. Potatoes grow splendidly.

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The witness had travelled the country about Lac La Ronge pretty thoroughly, and if it were cleared of timber it would, in his opinion, be generally fair agriculture land. The rocky country is north of that.

He could not describe what the grasses are, but they are grasses that grow mostly in moist land, something like slough hay, grasses that grow on the margins of lakes, and along the rivers. There was not much stock there, but he had stock when he lived on the mission on the Churchill river, fifteen head of cattle and two horses. That is a little north of Lac La Ronge, and is practically the same country.

As to the Lake Ile a la Crosse country, witness considered it fairly good. It is not rocky and there is plenty of timber and plenty of hay as a rule—some prairie hay and some swamp hay, and the soil is fairly good—better than Lac La Ronge. It gets better as you go west. It is certainly better about Ile a la Crosse than at Lac La Ronge, and there is no rock country about Ile a la Crosse. The hay is long. It is very much the same as the natural hay in Manitoba.

While living at Moose Factory, which is at James bay, at the very mouth of the river, he was connected with the mission. They always had a good garden at the mission and there were others. They never raised wheat in his time, but they raised barley and almost every variety of ordinary garden vegetables, potatoes, peas, carrots, beets, beans, &c. He thought these crops could be raised, say fifty or a hundred miles back from the bay.

## FORESTRY.

As to the country around Lac La Ronge, there is timber all through it, wherever it has not been destroyed by fires. In some places it has been killed by fires for the time being, particularly in the rocky country. The fires seem to be more destructive in that class of country than in the other part. Archdeacon McKay explained that he put up a saw mill at Lac La Ronge last year, and it is run by water-power. The logs that are sawn there are the kind of timber found in that part of the country. They average seventeen logs to the thousand feet. They would be logs fourteen or fifteen feet long. The diameter would be about two feet across at the butt—good, large logs, clean timber, very much the same timber as at Prince Albert. This good timber is scattered all over the country, sometimes for miles. It depends on the nature of the country.

Asked how far this timber area would outskirt to the east, west and north, witness replied he would say that kind of country extends all the way through right down to Lac la Ronge, and down all the way to the border of the province. Although he had not been through it, he had travelled backwards and forwards on it a good deal, visited Indian camps and so on, and it is very much the same kind of timber all through. In some places it is muskeg, and in some places heavy timber.

Reindeer lake is not north of the tree limit. There are trees there, but they are small. They do not grow so large as further south. It is a good way north of Reindeer lake before you get into the barren grounds. Witness had never been further north than Reindeer lake.

## FISHERIES AND FUR-BEARING ANIMALS.

In Lac la Ronge and the lakes generally fish are abundant. They are mostly whitefish and lake trout. The Indians do not sell them; they have no market. There would be abundance of fish for some time for commercial purposes, and witness believed that next year the people of Prince Albert would be in there for fish. There are plenty of fish in Reindeer lake.

As to fur-bearing animals, last winter (1906) was an exceptional winter, and they were unusually scarce. Sometimes they are on the increase, sometimes on the decrease, but taking it on the whole there is a decrease, specially in beaver. The beaver is nearly

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killed out—exterminated. He had heard that the killing of beaver is prohibited, but it does not seem to affect business out there at all.

Asked as to the fish of Hudson bay and James bay, Archdeacon McKay replied that fish are not numerous on the coast of James bay. They had whitefish, pike or jackfish and perch. There are no salmon in that part. There are salmon in Hudson bay. He had been north of Big Whale river. He did not know that there were salmon there, but there were salmon in a river near Cape Jones. He had never seen any mackerel, herring or cod. He did not know if there are cod go into Hudson bay. He had never seen nor heard of any, nothing but whale and walrus. He was up in Hudson bay in August travelling in a canoe and saw some loose floating ice there.

#### CLIMATE.

It is a peculiarity of that part of the country around Lac La Ronge that the frosts are very late. On a small island in the lake Archdeacon McKay has seen potatoes in the beginning of October with the vines untouched by frost at that late season. That was of course on account of the large body of water that equalized the temperature. On the mainland that probably would not be the case, but two years ago he was at La La Ronge when Mr. Chisholm, the Indian inspector, came out to make treaty payments towards the end of August, probably August 20, and the potato vines were not touched at all either on the mainland or on the islands, and the inspector told Archdeacon McKay that they had been a good deal touched in Prince Albert before he left.

The snowfall is not very heavy. It is generally a little heavier than in the Prince Albert section of the country, but not always so. Three feet on the level would be considered deep snow.

As a rule the first frosts come some time in September. Last summer the potatoes were touched with frost about September 15, but not seriously. In the spring one can put in grain from May 5 as a rule. The witness used to sow wheat May 5 generally, and plant potatoes from May 20 on.

The lowest temperature in winter, judging from his own sensations, was about the same as Prince Albert. In the summer time it is quite as hot as at Prince Albert. It is further north and the days are longer.

The weather at Lac La Ronge is moderately dry. Generally there is sufficient rainfall for the crops. Last summer there was quite a long spell of dry weather which affected the wild fruits. It was an exceptional spell of dry weather, but generally there is a good rainfall. The rainy season would be quite equal to Manitoba's. Witness did not know that it was greater. There is rain almost at any time during the summer. There are frequent thunder storms and occasionally hail storms, but not more frequently than they have in the prairie country.

In reply to a question by the Honourable Mr. Ferguson, Archdeacon McKay said he thought the summer heat at Moose Factory and Lac La Ronge would be very much the same. He did not remember anything that would lead him to think there would be much difference. The winter is decidedly more severe on the bay. In the summer the temperature changes more rapidly in the bay than in the interior. He had often known the heat to be great in the forenoon, and in the afternoon perhaps the wind would change and the tide coming in there would be quite a chilly afternoon. There were very sudden changes of weather on the bay. The ice was not in sight all summer at Moose Factory. They lost sight of the ice as soon as the ice went out of the river in May, and there would be no further ice in the bay until the river set fast again the following November.

#### SETTLEMENTS.

The only whites in the country he had described north of the Saskatchewan were the Hudson bay officials and traders. There is no agricultural settlement at Lac La

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Ronge. There are only Indians there, and they have not gone into anything in the direction of agriculture more than raising a few potatoes. The witness built the saw mill last year and they sawed lumber for their own mission buildings. Archdeacon McKay is putting up a boarding school there, and intends to saw lumber for the houses. The number of Indians that take treaty at that point is over 500. They are Cree Indians.

## MEANS OF COMMUNICATION.

The only means of communication is in the summer by canoe.

Whenever the witness had gone to England he had gone down through the eastern country. His first trip to England was in 1876, and he went by way of the United States. There was no communication between Red river and Manitoba and eastern Canada. He crossed over to St. Paul and went that way.

Being asked why, as the Hudson bay ships made pretty good passages to Churchill, he did not come in one of them, the witness replied it took too long.

He explained that there were ships coming down to Moose Factory when he was there regularly every year. They got in as a rule towards the end of August and the beginning of September. In his recollection they were never later than the middle of September in arriving. They did not remain very long, the sailing vessels leaving about September 20 generally. There was a long period when the Hudson Bay Company never lost a ship—many years in succession they never lost a ship. They always had a ship coming regularly to Moose Factory, one or more, and sometimes as many as three to York Factory.

The witness thought that a railway ought to be built up to Lac La Ronge. There would be no difficulties in constructing a railway. It is all level country. There would not be the slightest difficulty.

EVIDENCE OF JOSEPH BURR TYRRELL, B.A., MINING ENGINEER, OF THE CITY OF TORONTO, HEARD BEFORE THE SELECT COMMITTEE, MARCH 2, 1907.

Mr. Tyrell began his evidence by indicating upon the map the country he had been over in the districts covered by the investigation. He remarked that five or six years' experience in the country south of the Saskatchewan prepared him for the work immediately north of it.

From Edmonton the course of one of his trips in the northern country, was down the Athabaska river to Lake Athabaska, across through Lake Athabaska to its eastern end, up Black river and across the height of land to the Dubawnt river and down Chesterfield Inlet to Hudson bay, down the shore of Hudson bay and across from Churchill on Hudson bay, on snowshoes, to the north end of Lake Winnipeg. Still another year his route lay almost directly along the proposed line of the Canadian Northern Railway. Another year the witness followed the old Hudson bay route down by York Factory and by Oxford House, and in that direction.

At another time the witness took a course from Prince Albert northward through Green lake and down the Beaver river to the Churchill river, and north across the country by Cree lake to Black river, across on that line, then round through Wollaston lake and up to Geibie and Foster rivers and back by the same route that he went out. Another year he went up from the Saskatchewan across by the Frog portage and up through Reindeer lake and northward from it through a chain of lakes to the headwaters of the Kaszan river, down the Kaszan river to Yathkyed lake, and then eastward from there cross country to the west coast of Hudson bay. Again he spent a season in the country north of Winnipeg lake, around the Burntwood river and a number of streams there, Grass river and so on, west of the Nelson river. These trips had been chiefly east of the Mackenzie and Athabaska rivers, and west and southwest of Hudson bay. That is the country that his aspirations chiefly covered for some years. He spent nine or ten years in that country. He had not been in the geological service since 1898. He started west exploring in 1883, and was exploring for the Canadian government from 1883 to 1898. It is 24 years ago since he first went west to the Rocky mountains.

AGRICULTURAL LANDS.

To the west of Hudson bay and north of the line of the forest which runs from Churchill northwestward through Ennadaidai lake, and a short distance south to Dubawnt lake, and which lake is marked on the map which the witness prepared some years ago for the Geological Survey and published then, there is practically no agricultural land. Mr. Tyrell would not consider that any of the land north of the limit of forest growth was of any value for agriculture.

The tree line starts practically at Churchill and runs northwesterly. South of that there are trees, and north there are none.

The country north of the tree line is partly rock, but the greater part broken rock and boulders, and a rough stony country without any great elevation, and very little vegetation of any kind, except a great many Arctic plants and sedges. Mr. Tyrell believes the country is permanently frozen as far as he could see. It does not appear to him that there would be any possibility whatever of growing anything on it. That eliminates from an agricultural standpoint that portion northwest of that line.

Now south of that line there is a belt from one to two hundred miles in width of country that is sparsely wooded. It is not a forest country, but it is wooded along the

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streams, and in the more protected places, but there is comparatively little wood of any value upon it.

In that country there are, the witness considers, some of the lower lying areas along the stream and in odd places that would support a northern vegetation, but it is not eminently suited for agriculture. The ordinary plants that are grown in many northern countries could doubtless be cultivated in many places. There is very little humus, very little decomposed soil there, except just in the valleys.

South of that again is a belt of forest. That country is essentially suited for agricultural purposes. It starts on the east between Lake Winnipeg and Split lake, and extends westward along the Churchill river to the Athabaska river, which is as far as witness knows. The eastern side of the tract in question would be the Nelson river. He was not east of the river—with the exception of about 20 or 30 miles. He does not know the country. That belt of forest is for the most part excellent agricultural land. As far as the observations of witness goes, he believed that that country, while a little harder to settle up, and not so productive to settlers who are going in and looking for farms ready made and cleared for them and ready to put the wheat in, that forest belt will be as fine an agricultural tract of land as there is in the northwest.

Everywhere in travelling through it, the evidence of rich vegetation was abundant, and everywhere where gardens or any kind of agriculture or horticulture had been attempted in this forest belt it had been eminently successful.

It is a forest country, a spruce covered country, and is southwest of Hudson bay and the Nelson river, north of the Saskatchewan river and extends to the Mackenzie and Athabaska rivers. It would be about 200 miles wide from north to south. Witness did not remember the length of it. It is similar land to Ontario, and will grow practically everything that will grow in Ontario, except possibly down in the southern peninsula of Ontario.

The summer is warm. The winter does not count, because things do not grow in winter. There is a good rainfall. A small part of the district is park country, half wooded. It is a continuation northward of the Saskatchewan country.

Mr. Tyrrell said he had seen growing in that country all the garden products that they grow in Ontario—potatoes, carrots, turnips, cabbage, cauliflowers and all the ordinary garden produce. He saw excellent potatoes in the district around Nelson House. He could not say what time they were planted, because he was not there.

## INDIAN AGRICULTURE.

The Indians, constantly in hunting, plant little patches of potatoes here and there in the spring and leave them all summer and go back in the fall and dig them up when they go back to their hunting grounds, and use them for their winter supply. The witness had gone out and dug a pail of beautiful potatoes on several occasions out of these little Indian patches buried in the woods. They had never been hoed or cultivated in any way. They are not looked after from the time they are planted in the spring until they are dug in the fall. The potatoes seem to be able to grow sufficiently to keep down the weeds. As a protection against wild animals these potato patches are usually planted on islands. Witness had not actually seen wheat, barley and oats grown in that country. He has fairly good evidence that they are grown there, but as far as he remembered he had not seen any himself. He had been told and believed that they grow there.

There is no doubt whatever that the country described will support quite a thick population.

North of Lake Winnipeg there is another magnificent area of from five to ten thousand square miles of as fine country as there is in Manitoba or anywhere else.

That is on the proposed line of the Hudson bay railway. When the witness came out of there a number of years ago, after spending a summer there, and said there was a rich agricultural country north of Lake Winnipeg, the Hudson bay men and

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the people in the southern country pooh-pooled the idea. They said they had been up at the head of the lake and knew there was not a foot of good land there. But there is a magnificent stretch of country there, and it extends westward along the Churchill. These lands north of Lake Winnipeg are clay lands, an extension of the same basin as the Manitoba clays.

As to the country immediately north of Lake Athabaska it could not be considered as being within the arable area. The arable belt, however, as you go west to the Athabaska river, widens enormously. As to that, of course, witness could not speak from his own personal knowledge of the country. He spoke generally of the vast country west of the Athabaska river until you get to the Peace river country, and there is certainly a large tract of agricultural land there. However, one or another may differ about the value of any particular part of that country. In the country as you go west into the Peace river region, there is certainly a large area of good land that the witness would not attempt to confine inside of such a belt as he had been speaking of.

#### FORESTRY.

In speaking of the forests of the country north of the Saskatchewan, the witness explained he would have to divide the country in very much the same belts as for agriculture, because agriculture and forests were very closely connected. Agriculture has to be very much governed by the forest growth. Far in the north there is a tract of country he had already outlined that has no trees on it: then a belt of country from one to two hundred miles in width with small banksian pine, spruce, larch, poplar and some white birch. He would not consider any of those woods valuable for timber purposes, except locally. They would serve for pulp wood, but the growth is not thick. Still in a considerable area, there might, of course, be a large quantity of timber for pulp wood. In that belt the trees would average probaby six inches. Occasionally you would find some a good deal larger. The poplar grows on the drier lands. It is not an indication of good land in an extremely northern country. It indicates a dry sandy soil, but further south it indicates excellent soil. The country to the south of that, the thickly wooded belt, contains a large quantity of timber, chiefly white spruce, trees up to eighteen inches in diameter. It is a wooded country with trees from twelve to eighteen inches in diameter, tall with clean trunks—good, nice timber. Of course the timber does not grow as large on high dry sandy ridges, as it grows in the valleys. Most of the timber is in that good soil in the valley bottoms, but there is more or less wood land all over. The hard wood, poplar and birch affects the higher land, and the spruce and hemlock the valleys.

#### FISHERIES AND GAME.

As to the fish supply of the country north the Saskatchewan, the lakes everywhere are well stocked with trout, and the shallower lakes with whitefish. Whether the deeper lakes have many whitefish in them or not, witness could not say. At times he could catch whitefish in them and at times he could not, but he had no doubt that all these lakes are well stocked with whitefish. He always could get abundance of fish in them. Some of the small shallower lakes contain whitefish in enormous numbers. He had seen the fins of thousands sticking up over the water, while paddling along in a canoe. As far north as Dubawnt lake (63 north latitude), the whitefish and trout were plentiful in all the streams. Mr. Tyrrell caught them in Dubawnt lake. Further northwards he did not catch any and does not know what fish there are along the shores there. The Esquimaux report that there are salmon and other fish there, but witness did not see them himself.

There are great quantities of fish. The fact is there are all the fish the lakes will hold—they are as full as the water can supply food for them.



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Asked as to the size of the Dubawnt lake, witness explained that he travelled around one side of it for about 150 miles, but the other shores were not visible from that side. Nobody knows the full size of that lake. The south and east shores, as shown on the map, are just an imaginary sketch. Standing on the hills on the west shore the witness could not see the east shore, though the hills on which he stood were several hundred feet high. It is a large body of water. The map merely shows the lakes that are known. There are thousands of others that we know nothing of, because nobody has been through there. Some of the larger ones are sketched in. The witness sketched in many, from the reports of the Esquimaux, and they still appear as he so sketched them on the map. The whole country is studded with lakes.

The Esquimaux live entirely on fish and game. They have not very good means of catching fish. The Esquimaux usually catch the fish with short lines made of sinew, which are very poor and elastic. They cannot keep them long in the water at a time. Then a piece of twisted iron serves for a hoop.

These natives often suffer from hunger, because while the deer are very, very plentiful at times, still they are gregarious, gathering together in herds and those herds do not always follow the same course. There may not be a sign of deer near where the Esquimaux live, and they have no means of knowing though there may be a herd within 15 or 20 miles of them.

Mr. Tyrrell came across a good many cariboo in the north, and he had taken photographs of great herds of cariboo. He did not get as far north as the musk-ox country.

## MINERALS.

Mr. Tyrrell explained that the primary object in all his explorations through that country was the mineral development of the country, and any other information that he collected was incidental.

From a line at Cumberland House on the Saskatchewan river northwestward to the Churchill river, and westward from the Churchill river, the country to the south of that line is underlaid by the more recent clay rocks of the plains, and the mineral wealth that is to be looked for there is coal and iron. He has considerable confidence in both those most useful products being found in that country.

Coal is found on the Saskatchewan river at Edmonton, and on the Pembina river, west of Edmonton, and there are several more outcroppings of coal down the Saskatchewan river as far as Prince Albert. He had been told coal has been found out near Lac La Ronge, but most of the country north of the Saskatchewan river has not been explored for coal. It is a country of gentle slopes covered with grass and wood, and the coal outcropping in such a country is certain to be covered. There is no possibility of seeing it as a natural outcrop. It has to be looked for, but it has not been looked for in that country to find it, so he is perfectly confident that the same seams that outcrop on the Saskatchewan, in the west at all events, will be traced much further north.

North of the coal land there is a district from Cumberland House northeastward towards the Nelson river which is underlain by what are known as Keewatin and Huronian rocks, the same rocks that they are finding in northern Ontario at the present time. The very existence of those rocks is barely known. There has been practically no exploration of them, no prospecting, so that no one can say as to whether they are to be a barren portion of those rocks which are rich elsewhere, or whether they are to be like the Huronian and Keewatin rocks elsewhere, rich in minerals of some of the kinds desired.

Comparing them with the rocks in other places, they have large possibilities.

From that point there is an area of sandstone in the vicinity of Cree lake which may contain copper, but we know of nothing of it yet. It is something of the age of the rocks that are rich in copper around Lake Superior, but it has no mineral wealth shown as yet.

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North of Lake Athabaska, for a certain distance, there are Huronian and Keewatin rocks again which certainly contain iron and small quantities of gold and silver, but larger quantities have not yet been outlined. Ore being a mass of mineral that can be worked at a profit, no ore has yet been found there, but there are precious minerals. The country north of Lake Athabaska is one of the most likely looking mineral countries that Mr. Tyrrell had ever been in. There are outcrops of tar sands along the Athabaska river near Fort McMurray. There is an enormous amount of sandstone there impregnated with hard thick petroleum or tar. The probability is that when one gets back from the outcrop in some places that will be found as a liquid oil instead of a hard tar that is found there on the Athabaska. Mr. Tyrrell said he thinks it is quite a fair and reasonable supposition that one would find good fluid oil in the beds of the same geological age as the tar sand of the Athabaska river. This tar sand is very strongly in evidence along the river, and an enormous amount of tar has actually gone to waste, as it were—flowed out and hardened there.

The tar sand area extends along for quite a number of miles along the river. As you descend the river you get to those tar-bearing beds, and then they are in evidence along for a number of miles down the river. Then you leave them altogether, and they do not occur again. Mr. Tyrrell considered it highly probable that the petroleum or liquid would be found in close proximity.

Of course the sandstone or tar would not have a marketable value at the present rates of transportation. But outside of that, probably it would be used as paving material if it is needed in that vicinity. He thought it could be used for making pavement.

After leaving the Huronian rocks north of Lake Athabaska, one then strikes through a grand country for seven hundred miles on the routes that the witness travelled which does not show much evidence of minerals.

Then as you get from the Dubawnt lake you get on copper-bearing rocks similar to the copper-bearing rocks of Lake Superior, and those are undoubtedly the same copper-bearing rocks which extend across the Coppermine river, and which have there been known to produce native copper—at least the workmen bring in the copper from the Copper mine river to make implements.

Mr. Tyrrell said he would not expect to find silver in connection with the copper. They do not find silver in any quantity with the copper of Lake Superior. They do find silver in place, but not on the Calumet peninsula. The silver appears in a slightly different formation. While it occurs in rocks of somewhat similar age, still it is not immediately associated with the copper, and the rocks that one finds from Dubawnt lake northward, covering quite a large area, are very similar to the copper-bearing rocks on Lake Superior.

Taking a set of specimens from the copper-bearing rocks of Lake Superior, the witness declared he could duplicate them almost exactly from a set of specimens from these northern rocks in all the peculiar minerals—and there are a great many of them. He saw a small amount of copper in many places in these rocks, and we know that it occurs in the rock, because the Esquimaux pick up native copper and make their implements from it. So that he looks for a large development at some time of a copper industry in that country between Chesterfield Inlet and the Coppermine river. He has never been at the Coppermine river himself.

Really the principal exploration of the Coppermine river was done nearly 100 years ago, and there has been very little exploration of it since. It was visited by Dr. J. M. Bell some three or four years ago, but he just barely touched it, and Sir John Richardson in the early part of last century really gave us all the information that we know about the Coppermine river. It is a district that should certainly be investigated within a reasonably short time again.

In that northern region there is a large area of mineral-bearing country. As you come out to the mouth of the Chesterfield Inlet there is an area of Keewatin and Huronian rocks, such as witness had mentioned—the conglomerates of northern

## APPENDIX No. 1

Ontario, which have been found to be so rich here, and they are known to contain a certain amount of gold and copper. Mr. Tyrrell saw them himself there, and he has every confidence that that area too will produce minerals of value, workable ores. There was no indication of nickel in any part of the country.

## CLIMATE.

As to the climate of the great belt of arable land, two hundred miles wide that he had described, Mr. Tyrrell said that at Nelson the snow leaves the ground in May. There is little or no summer frost in that wooded country. He understood gardening commences the end of May, and the frost does not appear in the fall until about September 20. He had never known the potato crop to be lost through summer frost.

Asked as to the isothermal line, Mr. Tyrrell remarked that the isothermal is a line connecting points that have the same annual mean temperature for the year round. It has nothing whatever to do with vegetation. Things do not grow in the winter time. People have got to put the winter temperature absolutely out of the question. The summer temperature is the only temperature that counts for growth in the northern country where there is frost. In dealing with that, you have to take into consideration as between two places in different latitudes, the length of the day and the amount of sunlight, in order to get at the summer temperatures. Of course the sunlight has a great effect on the growth, and where the days have 18 hours' sun a plant will grow faster than where the day has only 14 hours.

The effect of the large body of water in Hudson bay and James bay on the temperature, summer and winter, of the surrounding country, was the equalizing of it very much, making the summers colder and the winters milder. There is a foggy climate around the bay. It is without much sunlight, so that it has not a chance to dry. The mean temperature of the summer within 100 miles of the bay will not be as hot as it is back of that. The thermometer does not fall as low in winter at Churchill. At the same time any person will find it terribly cold on that coast, although the thermometer does not fall. There are a great many different matters in connection with temperature and climate that have to be taken into consideration. There is the amount of moisture in the air, whether it is heavy, whether the barometer is standing low or high, and there are a great many of those things that have to be taken into consideration in any question that arises of frost or of climate. You may have frost with a north wind, while if that north wind were blowing up over a wooded country, where all the leaves were giving out their vapour from the ground into the air, you would not have a particle of frost.

Mr. Tyrrell produced the following memorandum he had obtained from the superintendent of the Dominion Meteorological Service:—

## MEMORANDUM.

METEOROLOGICAL OFFICE,

TORONTO, March 9, 1907.

To J. B. TYRRELL, Esq.,  
Toronto.

The temperature conditions of the district between Lake Winnipeg and Split lake in the several months, May-September, may be compared with Europe as follows:—

May—50°-40°, with north of Scotland and southern Norway.

June—56°-54°, with Scotland.

July—63°, with south of England.

August—57·5° to 55° with Scotland.

September—50°-45°, with northern Norway and Sweden.

(Sgd.)

R. F. STUPART.

## SETTLEMENTS.

There is practically no settlement through the far north country—the only inhabitants being a few Esquimaux and Indians.

There are not many Esquimaux in the country. They are not a prolific race at all. Witness supposed the total number of Esquimaux he saw all through would be about 500. Of course the Indians do not go north to the barren lands, except that they hunt a little way in them.

The Esquimaux are happy when they have plenty to eat and the weather is fine. He had never seen a happier people under those circumstances. With the appliances they have for catching fish it is hard to get them. In the summer time they live in skin tents, the skin having the hair on; in the winter time they live in snow houses.

The Esquimaux apparently have very little communication with white people, because they have very few white men's implements. For the most part their hooks were made of nails, and other things they probably have picked up from other Esquimaux who were trading to Hudson bay. They use the bow and arrow a good deal and hunt the cariboo almost entirely with the spear.

## MEANS OF COMMUNICATION.

The only means of communication in the north is by canoes, but at the same time Mr. Tyrrell remarked that he would not have any hesitation in taking a train of pack horses, and coming with a pack train between the water stretches across that country.

NOTE.—Evidence given by Mr. Tyrrell as to the practicability of the Hudson bay route, will be found in Section C.

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## EVIDENCE OF W. F. BREDIN, MEMBER OF THE LOCAL LEGISLATURE OF ALBERTA FOR THE DIVISION OF ATHABASKA, AND RESIDING AT LESSER SLAVE LAKE, HEARD BEFORE THE SELECT COMMITTEE, APRIL 3, 1907.

Mr. Bredin explained that he has been residing ten years north of Edmonton. He lived in Edmonton some time ago, and has lived all over the northwest pretty well. He was born in the county of Stormont, within 40 miles of the city of Ottawa, in the province of Ontario. He has been from Edmonton north to Fort Wrigley, and he has been on the Peace river from Fort St. John, 30 miles inside the British Columbia line to about 500 miles down the Peace—from that point. Ten years ago he went down the Athabaska to the Mackenzie in boats. The valley of the Athabaska from where the McLeod river empties into it to the Grand Rapids, a distance of about 300 miles, is largely timbered with small timber. There is practically no prairie along that part of the river. The timber is poplar and spruce. It is not scrub exactly, but there is not much saw timber. He knows very little about the country back from the river, but he has been told by the half-breeds and traders down in that country that that part of the country back from Athabaska is very much like it is along the river. The soil is fairly good, and in some places very good. Down to Fort McMurray, where the Clearwater river goes into the Athabaska, the character of the country is very much the same. Below that point the elevation of the plateau above the river is very much less than it is on the Upper river.

It looks like a great alluvial plain, from the river all along from Fort McMurray to Lake Athabaska, 200 miles. That country is more or less timbered, and the soil is excellent.

Going down the Slave river to Great Slave lake, for a distance of 300 miles, on the east of the Slave river, is the Laurentian formation. It is all rocks; while west of the river the country is all alluvial, and the soil is generally very good, right down to Great Slave lake. The soil along the south shore of Great Slave lake is not of the very best, except where the rivers come in.

The country from Fort McMurray to Lake Athabaska does not seem to have been as much swept with fires as the country south of that. The timber might have been fairly good at one time, but now it is fairly scattered, and a great deal of it is grown up with second growth. The southern end of the 300 miles witness spoke of is in the vicinity of where the McLeod river enters the Athabaska river. Then you go 300 miles from that down to Fort McMurray and the timber is poor, while from Fort McMurray to Lake Athabaska it is comparatively good timber and better land. While it is better land there is not really very much difference in the timber.

There is not much fertile land at Wrigley. Down there the Rocky mountains are on both sides of the river, and there is a great deal of muskeg. The muskeg in the Peace river country and between the Athabaska and the Peace can all be drained and cultivated some day, however. These muskegs are from a foot to three feet deep until you strike hard-pan. The moss keeps the heat of the sun out. In fact there is ice in some of those muskegs all the year round, covered with moss.

## AGRICULTURE.

The southern shore of Great Slave lake seems to have good agriculture prospects. One notable place there is Hay river. There they raise barley and all the common

vegetables. At Fort Providence about fifty miles down the Mackenzie from the lake, they raise barley and all the vegetables every year, and some years wheat and oats.

One hundred and seventy miles below, north of Fort Providence, is Fort Simpson, where the Liard river comes in. Fort Simpson is on an island, the confluence of the two rivers, and the Hudson Bay Company for probably two years have raised barley and vegetables at that point. In some years they might raise wheat, but not every year.

One hundred and forty miles north of Fort Simpson is Fort Wrigley. That is where Mr. Bredin wintered one winter, and in the spring they put in a garden there. The Hudson Bay Company officials plant gardens every year at that point. The spring that Mr. Bredin was there they got their seed potatoes from Fort Good Hope, which is fourteen miles south of the Arctic circle. They went there because they had no seed, having used up their seed during the winter. Mr. Bredin saw those potatoes. They were a played out seed, a white blue variety. They were not the improved potatoes that we have in this part of the country, but they were a fair size. They had the same class of potatoes at Hay river, but since that they got in new seed, the Early Rover seed, from outside, and they grow very much better crops with this new seed than they did with the old. The season there is quite long enough, because the sun shines there during all the growing season. That is the great secret of the growth in that country.

On the Mackenzie river the trees leaf out almost in a few hours. The quickness with which the leaves appear on the trees in the spring is simply marvellous.

The witness was never up the Liard valley, but heard a great deal about it at Fort Simpson, and he had seen the journals of the Hudson Bay Company that were kept at Fort Liard, 200 miles up the Liard river. From these sources he gathered that they raised all the cereals there, such as wheat, oats and barley, as well as all the vegetables of the commoner varieties.

At Fort Simpson Mr. Bredin saw cauliflowers, cabbage and cucumbers growing under exactly the same conditions as they would grow them in northern Alberta. The cucumbers were simply planted in a hot bed, and allowed to remain there protected in the early spring from the frost and then allowed to grow in the hotbeds, with the sashes off, in the summer time.

The trees throw out their leaves in the Mackenzie basin about the middle of May, before the ice goes out of the river. The year witness was there the ice went out of the Mackenzie at Fort Wrigley on May 23, and the trees were all out in leaf before that time.

At Fort Chipewyan the Roman Catholic priests have a farm which was originally a muskeg, right amongst the Laurentian rocks, and they grow wheat there that was awarded a medal at the Centennial exposition.

Of course at all those Hudson bay posts they always raise vegetables. They do not pretend to raise any other grain but barley, because they use barley for soups. They pound the hull of it in a hollow piece of wood and use the grain for soups.

At the mouth of the Great Slave river and at the mouths of all the rivers running in there, large quantities of hay grows. In fact there is a very rank growth of grass along all those streams as far north as you like to go. Where it is not covered with trees, grass grows. The garden at Fort Wrigley was originally muskeg and covered with moss. As soon as the timber is cut off a muskeg the moss dies, the frost comes out of the ground, and gardens can be cultivated.

As regards the country around Lesser Slave lake, the south shore of the lake is excellent soil, as good as any in the country. There is excellent soil along the Slave river, and on the west side of Slave lake and along the Big Smoky and the Little Smoky it is all a good country.

Across the Big Smoky is what is called the Grand Prairie country, a prairie about 75 miles long and 20 miles in width; and also in there is the Spirit river and the Opas-kapee river country. There are settlers in all those three places engaged in stockraising and growing grain and vegetables.

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## THE PEACE RIVER VALLEY.

As regards the Peace river valley, Mr. Bredin would judge that from the mountains to Peace point, a distance of between seven and eight hundred miles, following the windings of the river, there is an average of 75 miles in width on each side of the Peace river that is equal to the soil on any similar length of the Saskatchewan. That would make the Peace river country about 150 miles in width, and extending from the mountains to Peace point, a distance of seven or eight hundred miles, which is all equally good for agricultural purposes with the Saskatchewan valley. That would extend considerably beyond the bottom lands of the river, including also the table land back of the river. A great deal of it is clean prairie, on the north side especially. There is more of it covered with scrub and small timber than there is clean prairie, but the soil is equally good where the timber grows.

The attention of Mr. Bredin having been drawn by the chairman to the discussion which took place on the evidence given before the Committee on Agriculture in the House of Commons by Mr. Macoun with reference to that Spirit river country and the Opaskapee, and particularly to Mr. Macoun's statement that down in the valley of the river you could produce grain, but that the table land was of very little use, he stated that he had a ranch at Grand Prairie for six years and raised oats and vegetables every year there. He had cattle there for five winters, and the average length of feeding them during those five years was six weeks of each winter. That is south of the Peace river, but within this belt of 150 miles. In that Spirit river country he knows there are some white settlers, as well as half-breeds, who are making their living raising stock and farming.

That 700 or 800 miles of good country, of which the witness spoke, would extend right to the foot of the Rockies. As to the question of the uniformity of the quality of the soil, he had only been down to what they call Wolverine point, near Fort Vermilion. He should say the country is uniformly good from the Rocky mountains to that point. At Wolverine Point the valley is much lower and perhaps the soil may be blacker, and the black soil may be deeper on the lower stretches of the Peace.

All of that country would be good for stock. Both slough and upland hay is abundant. The pea vine and all the small fruits that grow anywhere else in the northwest grow up there, and all the wild flowers that witness knows of in the northwest grow there.

This area in the Peace river country will compare on the whole with any part of Canada.

Mr. Bredin referred briefly to a trip east from the Athabaska district last summer, when he travelled from Fort McMurray up the Clearwater river and thence across to Prince Albert. The land on the Clearwater river for 100 miles in the bottoms is very good. It appeared to witness, however, to be very sandy back on the high rocks. He should think there would be a good deal of rock and muskeg. From where he left the Clearwater river in to Prince Albert, on the north Saskatchewan, the country was more or less of a sandy nature. There were beautiful lakes all the way, filled with good whitefish and trout. The whole northern country is that way.

In reply to a question, Mr. Bredin stated that after his ten years' experience of the country north of Edmonton he would consider that as quite as good a place for a man to settle in as the Saskatchewan valley was 25 years ago. It is in exactly the same position as the Saskatchewan valley was in 25 years ago. During the debate on the capital question in the Alberta legislative assembly at Edmonton, the witness made an estimate of the good land north of Edmonton in Alberta, and it figured up more than the good land south of that city. If you were to add all the good land north of the Alberta boundary to northern Alberta, you would have about twice as much good land in the province of Edmonton as there is south of Edmonton.

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## ONE HUNDRED MILLION ACRES.

At this point the Honourable Mr. Ferguson asked Mr. Bredin to prepare a careful estimate of all the good land north of Edmonton, east of the Rocky mountains.

The witness said he would have to be guided a good deal by report, but promised to prepare such an estimate. In due course the Chairman of the Select Committee received the following communication from Mr. Bredin:

OTTAWA, April 7, 1907.

Hon. T. O. DAVIS,

Chairman of the Select Committee of the Senate.

DEAR SIR,—Agreeable to your request, I have the honour to inform you that my estimate of the area of the agricultural lands that will be available in northern Alberta—say north of the 55th parallel of latitude—and in the unorganized district of Mackenzie, is not less than 100,000,000 (one hundred millions) of acres.

I herewith inclose you a sample of salt from Salt river, near Fort Smith, in northern Alberta. This sample is very much discoloured, as I have had it in my possession in a canvas bag, for over nine years.

I have the honour to be, sir,

Yours obediently,

W. F. BREDIN,

Proceeding with his evidence, Mr. Bredin said he knew that at Lesser Slave lake they have had magnificent crops. There are three little rivers running in there, and four or five township of practically delta land, and witness had never seen finer crops in any part of the northwest than he had seen there.

## FISHERIES AND GAME.

The fisheries of that country are very, very great. The whitefish come from Lake Athabaska as far as Fort McMurray on the Athabaska river, and Lake Athabaska is full of whitefish and lake trout, besides the coarser fish, such as pike, suckers and pickerel. Great Slave river is also full of fish.

North of Fort Smith and further down to Great Slave lake and down the Mackenzie they have a fish that is peculiar to that part of the world. It is called the Inconnu, because it is not found anywhere else. It is a large white-fleshed, silver-scaled salmon in appearance, and these fish run from 15 to 40 pounds in weight. It would be considered a very good fish if there were not better fish in that country.

Fish are very plentiful there and a man can take his own choice. The better fish there are whitefish, lake trout, Arctic trout and herring. The herring come up the Mackenzie to about Fort Wrigley. They are good fish. The witness had eaten fish all the way down through there. They are the main food support of the people of that country both in summer and winter. The herring come in from the Arctic ocean. Witness had been told that Great Bear lake just teems with that same herring. Of course along the mountains they have speckled trout—rainbow trout they call them.

There is no commercial importance attaching to the fish up there, and there is no export yet, except from Lesser Slave lake. Three years ago an outfit from the United States entered there, and they must have taken out about 300 sleigh loads of fish from that lake. They teamed them to Edmonton and shipped them from there. It was 250 miles to Edmonton. They got a cheap rate of freight, because the goods going into Lesser Slave lake and Peace river furnished freight one way, and the fish furnished freight the other. They had freight both ways, and so they had a fair rate on the fish.

The buffalo are found between Peace Point on Peace river, and Buffalo river and Salt river. The number is estimated at from two hundred and fifty up to five hundred. The wolves are so plentiful that they destroy the calves, and the number is not increas-



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ing. The wolves might be destroyed if a large enough bounty were offered to tempt professional wolvers. They would soon clean them out, and witness thought it would be worth doing that.

## MINERALS.

Mr. Bredin mentioned having seen the gas well on the Athabaska river, about 120 miles from Athabaska Landing, last summer. The gas was blowing off, but it was not ignited. His party lit it up and it blazed up about some 25 or 30 feet. About 50 or 60 miles below that the gas is all the time escaping from the clay banks of the river and in the river itself, because all across the river you can see the bubbles rising. The witness had lit that gas, too, and boiled his tea pail there by hanging it over the flame.

At Fort McMurray an outfit has been boring for oil two seasons. When the witness was there in August last they were down 1,200 feet without striking anything of commercial value, but afterwards they went through over 250 feet of salt in boring there. All along the Athabaska, for a distance of 50 miles above McMurray, and probably 100 miles below it, there are indications of oil, and the tar is just dropping out of the banks all the time. For about 100 miles along the river the bank is practically asphalt. To a layman it looks just like asphalt, tar and sand mixed together.

Then again on Great Slave river down towards Chipewyan there is tar dropping out of the rocks on the banks of the river.

Immediately back of Fort Smith, some 20 miles, the supply of salt for the whole north country is got, and has been got for a great many years, ever since the traders went into the northwest.

Down on the south shore of Great Slave lake, the sandstone is saturated with tar or oil, and in the bay at the north side of the west end of the lake there is a spring of tar.

As far as the witness went down the Mackenzie, there are no more indications of oil or salt, but below the point he went to, at Fort Norman and Good Hope, oil or tar is found again, besides salt and coal.

On his way from McMurray to Prince Albert, the witness found that the tar sands appear on Buffalo lake, which is on the Churchill system of water, and that, in his opinion, shows that the tar sands are both on the Mackenzie water system and on the Churchill system, on both sides of the divide there.

There is coal on the Athabaska, 20 miles north of Fort McMurray, near Fort McKay. On the Peace river there is said to be gypsum, below Boiling Rapid. There is coal near Peace river crossing, and also on the Peace in the mountains, not very far from Hudson's Hope. At Fort St. John there is a crust of some kind of iron ore which they use as paint. The Hudson bay buildings at Fort St. John are painted from this mineral paint found there. Between Lesser Slave lake and the mountains the country is more or less underlaid with coal.

Being asked if in all that country he had been describing, coal is not more or less apparent, Mr. Bredin remarked, you may travel hundreds of miles there without hearing of coal. Between Fort McKay, which is 20 miles north of Fort McMurray, and away down to Norman and Good Hope, he never heard of coal.

## CLIMATE.

Mr. Bredin claimed that the climate generally all over that country is no worse than the climate of Saskatchewan and Manitoba. The worst of it is no worse than the climate of those provinces. He had spent a number of winters at Lesser Slave lake and could see no difference between the climate there and at Edmonton. Lesser Slave lake is 250 miles north and 250 miles west of Edmonton. On the Peace he left Fort St. John one spring, and the grain was up there six or seven inches. He must have been at least a month going to Edmonton, and when he got there the grain was just in the same stage of growth as the grain had been when he left Fort St. John, so it is earlier there. They very often seed at Fort St. John in March, and invariably no later than

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April. Last year they began cutting the wheat at Peace river crossing on the last day in July, and the wheat was ready to cut five or six days earlier than that. As a matter of fact, Mr. Brick, the member for Peace river, in the Alberta legislature, started to cut on the last day of July, and he told Mr. Bredin that the grain was ready to cut a week earlier. Mr. Brick cultivates 300 acres of land there in wheat, oats and barley.

Stockmen west of Peace river crossing would have to feed their cattle, taking one year with another, an average of seven weeks, and east of that probably more. The snowfall is greater on the lower part than on the upper part.

West of Fort Wrigley you get right into the Rocky mountains. The spring Mr. Bredin was at Fort Wrigley, the months of March and April were the finest he ever saw. He was there just one spring and it was as pleasant weather as he ever saw in this part of Canada for those two months, while the winters were no worse than he had seen them in Manitoba. The Mackenzie river closed on November 19 that year, and there was a little snow then—and it lasted until March. Practically all the snow went off the latter part of March.

#### SETTLEMENTS.

The settlements north of Edmonton are at Lesser Slave lake, Peace river crossing, Spirit river, Grand Prairie, Wolverine point and Vermilion. Those are all more or less agricultural settlements. The Vermilion is quite a place.

#### MEANS OF COMMUNICATION.

The means of communication are trails and water routes.

At Fort Smith there are rapids sixteen miles long on the Great Slave river. If those rapids were overcome by a canal, and the chutes on the Peace river for about three miles, in all about 20 miles of canals, it would give about 3,000 miles of continuous navigation through that country.

There is a large tract of country there capable of sustaining an immense population, following agriculture, mining, fishing and lumbering. In the event of a large population being there and having a large surplus of products, the idea of the pioneers is that those products would go west; that is, if a railway is built through the Pine Pass.

Mr. Bredin was told by the secretary of the Grain Commission that was travelling around last year, that if they had an eleven-cent rate from Edmonton to the coast, the grain producers in Peace river would be in as good a position as those around Winnipeg to-day, and he claimed the Grand Trunk Pacific would be able to give that rate. This gentleman said the Grand Trunk Pacific people claimed that their grades and curves would be so favourable that they would be able to give an eleven-cent rate, and they could ship either to the Orient or England by the Pacific coast. Everybody in the Peace river district believes in the Hudson bay route. A railway from Peace river would tap that country, and if Fort Churchill is a good harbour, communication could be made from Peace river to Churchill, and that would furnish a good outlet to Europe.

In speaking of the eleven-cent rate, witness referred to a route from Edmonton to the Pacific coast. That is on wheat. He did not know whether it was on one hundred weight or a bushel, but the secretary of the commission told him that if they had an eleven-cent rate from Edmonton to the coast that they would be in just as good a position to ship wheat as Winnipeg is. Wheat would then be carried from that point on the coast to the British market. If the Hudson bay route was opened, it would be very much better than that. It would be very much shorter, and a great deal of time would be saved. The people of Athabaska would be as much on the front as they are at Fort William. The witness had never heard of wheat being shipped from the prairies to the Pacific coast and to England. There is a mill in Hong Kong that can grind three million bushels of wheat a year, and they are going to double their capacity, so that they will grind six million bushels.

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## EVIDENCE OF FRED S. LAWRENCE, JUSTICE OF THE PEACE, OF FORT VERMILION, PEACE RIVER, HEARD BEFORE THE SELECT COMMITTEE, APRIL 3, 1907.

Mr. Lawrence, whose name is familiar throughout the west on account of his services in connection with original research and systematic exploration, explained that his father went out to the Peace river from Montreal in 1879, in the employ of the missions, becoming at once interested in the problem of making the missions and Indian schools in the Peace river, and the whole northern country self-sustaining. On account of the experimental work done in this desert country by his father and his family, they had come to be regarded as a freak family. His father succeeded with his experiments, so much so that witness got the idea into his head that it might be a good thing to try agriculture as a business, and follow it up by the milling industry. That is how the Peace river country at the present time is being known to the world as a grain-raising district, and not as a trapping or hunting settlement. The settlement of Fort Vermilion is in latitude  $58\frac{1}{2}$ , almost as far north as the northern part of Labrador.

It had been supposed for many years by the majority of the people of Canada as well as of the other parts of the world, that the country to the north of the present city of Edmonton is a wilderness, a country entirely unsuited for settlement, suitable only for Indians. One white man once said, it was no place for a white man, but witness could show that it was a fine country for white people to live in.

## AGRICULTURE.

As an example of what the Peace river country can produce, Mr. Lawrence laid upon the table a sample of No. 1 Hard wheat, raised there last year. He explained that he had obtained the sample from the miller in charge of the Hudson Bay Company's roller process flour mill at Vermilion, who told him that it was an average sample of the 22,000 bushels he had in the mill at the time. It was not a selected sample, but only an average of the wheat in hand at Fort Vermilion.

The grain raised there last year and for some time past has been of the quality known as the Ladoga, a variety introduced there by the Lawrences, and obtained from the experimental farm at Ottawa, some years ago. It all started from a two-pound sample. They tried Red Fife and other varieties, but in the early times, not understanding the conditions of the soil and climate, they found the Red Fife and other wheats were not as successful as they wanted them to be, so they tried the Ladoga and Onega wheat. The Ladoga proved to be the best, and in the years following the first experiment they had enough seed to discard the use of other seeds, and sowed the Ladoga wheat exclusively.

Mr. Lawrence said he presumed that at the present time this variety of wheat, which was Ladoga, would be so different from the Ladoga wheat that is raised in Ottawa, that they would bear no resemblance to each other, because this wheat used to be a soft wheat, while the sample produced, and which was just as it came from the field, is called a hard wheat by men who understand milling.

Last year the witness tried four acres of Red Fife wheat, and sowed it alongside of the Ladoga, and it ripened on the same date as the Ladoga. He has cut spring wheat fully matured in 86 days.

As to the soil, many supposed that the Peace river valley, as a valley, was a low lying section of land in the bottom of the river. It is spoken of as 'The Valley' by many people, and they think that it extends from the mountains on to the Arctic ocean

or somewhere else, and is a low valley perhaps two or three miles wide, covered with prairie, and that all one has to do is to sow the grain in the ground, and harrow it in without ploughing or any cultivation, and raise 150 bushels to the acre. But those residing there do not find any such condition as that.

#### FLAT AND TABLE LAND.

The river bottom proper only consists of points or flats in the bottom of the bed of the river, which 'bottom' is practically about two miles in width, whereas the great Peace river valley proper, what is properly called the Peace river valley, is in reality a broad tract of country. When you once get on to the height of land, this so-called 'valley' covers 300 miles in width, and extends from the Rocky mountains on to Lake Athabaska, into which the Peace river drains. The banks are very high where the Peace river leaves the mountains—that is the banks of the river to get up on what is spoken of as the height of land. At Fort St. John the banks are about 1,000 feet in height, and it would be quite a problem for a farmer living up on the height of land to get water from the river. When you reach the Peace river crossing, which at present is the terminus of the road or trail from Edmonton, the usual route to the north, the banks are 800 feet in height, and where the road winds down the bank to get into the valley or bottom of the Peace river, it is about one mile long, that length being necessary to get suitable grade to get down to the bottom of the river.

From the Peace river crossing as the river swings to the north and east, the banks gradually become lower, and when Wolverine Point, about 200 miles to the northeast of the Peace river crossing is reached, the banks are about 200 feet in height. From thence to Fort Vermilion the banks become lower, and at Fort Vermilion you find the banks from 100 to 150 feet in height.

You will find the same conditions in the upper part of the river as in the lower. It makes great bends, and on alternate sides of the river you find wide flats, where there is probably the richest soil there is in that northern country, made up of alluvial deposits, all black soil. There are places on the lower parts of these points which get flooded, perhaps once in seven or eight years. Nearly all the points, however, are above the high water mark, and when these flats are cultivated, the soil yields the heaviest of crops. On these flats cultivation of the soil was first undertaken in that part of the country, and it was supposed by many that they comprised the only part of the Peace river or northern country from Edmonton into the north that was suitable for cultivation. For many years experiments were carried on on the flats. People supposed that when they undertook the cultivation of grain on the height of land they would get into the muskeg and swamp that adjoined the river in many places, and grain could not be raised; but this has been proved to be a fallacy. The sample of grain witness had produced, was largely taken from the height of land or table land near Fort Vermilion. The table land is sometimes called 'bench land,' and this bench land in some places is very wide. There are places in it, as at the south of Fort Vermilion, and to the north and west, where there is 100 miles of this land on each side of the river before you come to the mountains.

This land is not all suitable for cultivation. It has its swamps and its muskeg, and its low patches of land, that you will find in almost any country where you have a large growth of scrub timber, but the larger part of this land as the witness had found by travelling over the country away from the river, is suitable for settlement.

Witness produced photographs of the grain raised on the soil that was formerly covered by timber—low land and timber. One was a photograph taken last fall of grain that was raised on land which had formerly been covered with bush. It was low land that appeared to be of no use whatever, covered with a thick growth of poplar and willow. Witness also showed a photograph taken by himself of wheat cut during the first week in August.

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Mr. Lawrence also showed a photograph of a field of potatoes in bloom. During the month of July they have at Vermilion an occasional frost that sometimes cuts the potato vines down, but never puts them back seriously—just enough to show the effect of the frost on some of the top leaves. The potato vines, however, often show no sign of frost until they are ripe, and the potatoes obtain their full size and are matured. They had never had July frost severe enough to ruin the potato crops. These frosts are very slight.

Last summer Mr. Lawrence planted his garden during the week following May 24, and he planted tomatoes, cucumbers, peas and other vegetables. Last fall, during harvesting, his family had squash pie that was made from squash ripened in their own garden. The squash were raised just the same as the peas and other vegetables and took their chances, no hot-bed and no special care, and he also raised cucumbers and tomatoes. The tomatoes did not ripen, for before they had a chance to freeze they were taken up. The witness thought that with the care such as is given to these things in Manitoba and other parts of the northwest, planting these tender vegetables early in hot-beds, and giving them care, the same success could be had in raising tomatoes, squash or other things of that kind as is had in Manitoba and other districts. At the Peace river crossing tomatoes were ripened last year in the open garden. Other garden vegetables, such as cabbages, and so on grow very well. He has raised cabbages at Vermilion 18½ pounds in weight, and swede turnips are raised in the open field. Out of a three-acre patch he had selected turnips, and a great many of them weighed from 18 to 25 pounds. They were of the purple top variety. They had no special attention or care, and they were good sound turnips. Although the season is none too long for the ripening of wheat, as has been found in Manitoba and the northwest, in order to be successful, the grain must be sown early, just as soon as the frost is out of the ground enough to permit the cultivation of the soil.

## THE CULTIVATION OF WHEAT.

Mr. Lawrence explained that he had farmed at Vermilion for over 20 years, and had never had a failure in wheat during that time, although he had as low as 5½ bushels to the acre. There was one very dry season which reduced the average, but there was always a certain amount of grain raised there that was good for seed and grinding purposes. There has never been a complete failure from frost or any other cause. They have no rust on the wheat up there.

He had raised as much as 66 bushels of wheat to the acre. That was the biggest yield, and accomplished without any fertilizer whatever.

The witness drew the attention of the committee to the fact that some years ago Dr. Dawson went through the Peace river country and reported that a large part of it was covered with muskeg and would be permanently unsuited for agriculture. Four years ago the witness took a trip from Fort Vermilion through Lesser Slave lake, through an unknown country 250 miles. Later than that he travelled away from the Peace river about 50 or 60 miles, and saw something that gave him an idea of these muskegs. The muskegs had covered some large patches of that country, and the moss was about three feet in thickness. There had been large tracts of this moss burnt out. Forest fires had been running through there, and Mr. Lawrence supposed that the fire burnt thousands of acres that had formerly been muskeg, as shown by these large patches of moss, sometimes a few feet across and sometimes larger, which was left standing, where the muskeg had been. On this burnt area the witness saw grass from four to five feet in height. There were thousands of acres of it covered with the red-top grass, which is the standard grass of the west. The reason these muskegs had been there for so many years was that the moss formed a great sponge and retained the moisture. But when all that land is drained, and the moss removed, it will certainly raise good crops of grass, and where grass can be grown, grain can be raised. There

would be trees in part of the muskegs which would keep the sun from it, and it was only where the fires had had a chance to work in on the edge of the muskegs and make a start on the moss that they had been burned out.

Mr. Lawrence stated that he would say that about one-tenth of the district to the north is covered with moss. To the south of Grand Prairie through to the district some distance to the northwest of Edmonton, towards the Sturgeon lake, there is a large proportion covered with moss, and Dr. Dawson may have intended to refer particularly to that district. Witness had been over the district between Fort Vermilion and Lesser Slave lake very thoroughly, and could speak from personal observation. To the south side of Fort Vermilion and to the west there is a tract of fertile country, varying in width from 100 miles down to 35 or 40 miles, and it is in this part that one-tenth is covered with muskeg.

The heads of wheat at Fort Vermilion often would grow to the length of six inches, and at times he had counted 65 kernels in one head of wheat. That head would be taken just out of an ordinary field. That only goes to show how by selection and careful cultivation you give a soil a chance to show what it can do. He did not mean that that would be an average for a field, but he knew he often had found such heads.

#### FALL WHEAT AND SPRING WHEAT.

There is one thing which had been found to be a great drawback to the Peace river district, and that was the spring drought. There is not sufficient rainfall every spring to start the grain as it should be started and have it growing in a few days. Sometimes wheat planted in the late spring will remain in the ground for days before it will germinate, or if it germinates and starts to grow, it will barely hold its own for some time, even until the latter part of May when the spring rains commence, and then you can fairly hear it grow. That could be avoided by better cultivation and earlier sowing. Sometimes the wheat which only started with the spring rains in the latter part of May would grow very fast and very rank, and oftentimes would not ripen before the frost would come, on account of having started too late. Owing to the occasional dry springs causing these troubles, he decided to try experiments in fall wheat, and at the first experiment he carried out he grew a small quantity of 'Golden Chaff,' but not understanding the conditions under which fall wheat should be raised, he did not make it a great success. Not that it was a complete failure, but he did not get very large returns, although he gathered off the field heads of the wheat fully matured, large and plump, ripe on July 18. Since then the provincial government is giving some assistance in getting seed into that country, and this year the witness has forty bushels of fall wheat under experiment, and he has 50 bushels more ready for experiment next year, so that he expects in the course of a few years to have something more to say about the fall wheat in the Peace river district. He thinks the fall wheat will do better in the northern part of Alberta than in the southern, because once the snow comes it remains all winter, and the fact of the spring being very warm and dry would push the fall wheat right along, and it would probably be up six or seven inches in height, before the spring wheat would be up above the ground.

Apparently there has not been much winter killing, but the first experiment only has been carried out, and the witness could not tell from one experiment what the yield would be. But the fact that the fall wheat did live through the winter and matured early was sufficient assurance that it would be successful if the experiments were carried out properly.

As to spring wheat, it has been matured and cut 86 days from date of seeding. Last season (summer, 1906) wheat cutting would have commenced in the last of July, but two days of rain delayed the starting of binders. In wet seasons wheat ripens about August 20. The Red Fife tried last year gave as good returns as the Ladoga wheat and was cut at the same date. This had also been sown on the same date and on the same kind of soil as the other wheat.

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Barley sown after the middle of May is usually ripe in the last week of July.

The continuous daylight with about 18 hours of sunlight account for the rapid growth of all vegetables in these parts.

## SMALL FRUITS AND FLOWERS.

Mr. Lawrence stated that he had not had any success with the raising of small fruits from seeds, for the simple reason that he had not given the proper care as labour is scarce. He had planted small fruit seeds, which had been sent to him from the experimental farm, and they had been largely left to take care of themselves.

Wild raspberries, gooseberries, strawberries, currants and cranberries grow in abundance. The raspberries follow forest fires, and there are thousands of bushes of raspberries going to waste in that country fully as fine in quality and size as the witness had seen raised in the fruit gardens near Montreal. There is a wild strawberry that grows very well. A cultivated berry should do better. He had not cultivated strawberries yet for the simple reason that labour is so scarce. From within a few days of the time that the snow goes off the ground in the spring, until vegetation stops in the fall, there is a continual changing of colour and variety of wild flowers, both on the prairie and in the bush and woodlands. Every week you will see a change in colour from one end of the season to the other. There are a great many varieties and they grow in large numbers.

Two years ago Mr. Lawrence tried twenty-eight varieties of ordinary garden flowers, such as sweet peas, pansies, &c., from seed, and out of the lot there were only two that did not prove successful in the open garden.

With regard to cattle, they will do well in that country if there is food provided for them. You would have to feed them from six weeks to three months in the winter, depending on the season. In a winter like this year it would be necessary to feed them about four and a half months. There are two large dairies at Fort Vermilion. It is a good country for dairying. The water is good and plentiful.

The witness had never had any sheep there; there are too many dogs and coyotes. There are no sheep in the Peace river country. The timber wolves are very numerous and come into the yards often. If it were not for the dogs and timber wolves the sheep would do well.

The native horses winter out on the plains.

## FORESTRY.

With regard to timber, the witness explained that in the valley of the Peace river, the bottoms of the river, the islands—and there are large islands in the river—and the points the witness mentioned before, are largely covered with a heavy growth of spruce, which grows to a large size. The largest he had ever measured was four feet four inches in diameter. A tree of that kind would carry its trunk well up, clean of branches 40 or 50 feet up. Of course that is an unusual size, but timber three feet in diameter is common on the hills and in the lower part of the bottoms. There is no oak, but there is spruce, birch and poplar. The poplars grow to a large size. The cotton wood often grows to four feet in diameter, and the poplar grows to a diameter of two feet.

## GAME.

The buffalo, Mr. Lawrence stated, never come as far west as Vermilion. East of Vermilion, about 100 miles, buffalo may be found. His brother has been in that country, and he told witness that one buffalo could make a great many tracks. He saw the tracks of a herd, and he estimated that the entire number in the whole country

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might number about 500. The wolves kill off the buffalo calves, and some of the year-olds. The local legislature give a small bounty, which is no inducement for the people to hunt the wolves. There is no protection for the buffalo other than that afforded by the game laws, and the wolves do not observe them very well.

## MINERALS.

Mr. Lawrence remarked that he did not know much about the mineral resources, but he knew that at the Peace river crossing and below it there are small seams of coal jutting on the banks of the rivers. Twenty-five miles below the Peace river crossing there is a spring of mineral tar which witness had seen himself. Near that there is a spring or jet of gas, which the witness lighted last winter on an election trip and boiled his tea kettle over the flame. In the lower part of the Peace river, not very far from Fort Vermilion, some years ago the witness found a spring of petroleum in the high bank, and just above Fort Vermilion there was a smoke which resembled a large camp fire on the bank. Just what made the smoke Mr. Lawrence did not know, but the ground was burned red, like brick, and cracked, and so hot it could not be walked over with moccasins. They did not investigate. The smoke was coming out of the ground in several places, and he supposed it was a bed of coal that had been set on fire in some way. The fire was put out one season by high water. It had burned for three years. That was one of the occasions when several parts of these points were flooded by the river.

## GYPSUM.

Below Fort Vermilion there is nothing that the witness knew of in the way of mineral or other deposits, excepting that in the Upper Peace river there are mica deposits. In the lower Peace river there are large cliffs of gypsum.

## CLIMATE.

Mr. Lawrence stated that he found the climate to be much the same as in other parts of Alberta. In the Peace river there was probably more uniform cold through the winter and less storm. Owing to the country being covered by scrub bush, there is less liability to storm. The country is sheltered more or less and winds do not get such a sweep as they do in the plains. This winter (1907) when he left the Peace river country, in January, he found the snow to be one foot less than it was further south at Edmonton. The snow was about two feet deep throughout the Peace river valley, and after passing the height of land on his way to Lesser Slave lake, he found the snow to be very much deeper, and it kept getting deeper as he went towards Edmonton.

What is known as the Upper Peace river district is very much the same as at Edmonton. The snow does not get deep and goes away earlier. The Chinook winds have more effect there than in the eastern districts. The snow this year (1907) in the Peace river district will be about two and one-half feet in depth. Occasionally it is deeper, but the snowfall is very uniform one year with another, as well as the cold.

Winter sets in in the Lower Peace river district about the middle of November. The first snowfall may be expected about the middle of November, sometimes later, and occasionally earlier. Those who are interested in grain begin to look for the first frost about September 1. They sometimes get frost before they look for it, and it sometimes stays away a week or ten days after they look for it, but they generally get it about the first week in September.

Frosts are more common in spots surrounded by trees and brush, and in the opinion of the witness, when the country has become opened up more, and there is more clear land, there will be little danger to any cereals or to hardy vegetables.

The season is backward in some parts of the Peace river district as compared with southern Alberta. The snow takes a long time to get off the ground. They occasion-



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ally commence seeding in the Peace river district during the first week in April, but the average time for seeding in that part of the country to commence is April 26. In the Upper Peace river the average time is about the middle of April. Their season is earlier, but in the Lower Peace river they have had more success than those in the upper district have had in the raising of wheat, although their season is earlier. Just why witness did not know. The settlement at Fort Vermilion is to-day raising wheat, which is ground into flour at the local mill and shipped into the Mackenzie river country.

## SETTLEMENT.

The settlement at Fort Vermilion consists of about 500 people, composed of white people and English-speaking half-breeds. The total production of wheat there last year would be 25,000 bushels, the average being about 21 bushels to the acre. Of oats and barley about 10,000 bushels, mostly barley, was raised. The wheat was ground and used to make bread for the people out there. The first market is at Fort Vermilion and the surrounding points, and whatever surplus there is is shipped down the Peace river into the Mackenzie river district.

## MEANS OF COMMUNICATION.

Vermilion, Mr. Lawrence pointed out, is a pretty good distributing centre for the lower part of the Peace river.

He did not know how far it is from Churchill, but would assume about 900 miles. From Vermilion to Edmonton by the road is 700 miles, and Vermillion to the coast would be about 900 or 1,000 miles. It would be about half way between Hudson bay and the coast, and the witness expressed the opinion that before many years there would be a railway from Hudson bay right through the main part of the Peace river to the coast, and whatever was shipped to the markets of Europe would undoubtedly go by Hudson bay. If there was a railway down to Lake Superior, the cost would be great. The people of the district are satisfied that the Hudson bay route is a feasible one.

## EVIDENCE OF J. K. CORNWALL, HEARD BEFORE THE SELECT COMMITTEE, APRIL 5, 1907.

Mr. Cornwall explained that he is a practical 'river man' of seventeen years' experience, and at present engaged in the transportation business on northern waters. He has lived in the north country for ten years. He considers the waterways of the Mackenzie watershed as perhaps the finest in North America.

The most southern point reached by navigation on the Mackenzie watershed is at Fort McMurray at the junction of the Clearwater and Athabaska rivers, a point about 275 miles north, and a little east of Edmonton. The distance from McMurray to the Arctic ocean is approximately 1,600 miles. In all this distance the connected waterways are navigable for steamers that are now plying upon them, and have been for twenty years. There are in this long system of waterways two distinct divisions.

One extending from Fort McMurray to Smith's Landing is 300 miles in length, and at low water you are restricted to a draft of two feet. That is only in the fall of the year, when the waters are usually low in the north. During the spring season and summer season there is ample water for any draft that you might see fit to load on a steamer of the type that has been plying on this stretch of water for 20 years, that is the stern wheel type.

From Smith's Landing to Fort Smith is a distance of 16 miles, and there is a series of falls occurring in this stretch of the Slave river of about 250 feet in all.

From Fort Smith to the mouth of the Mackenzie the type of steamer now plying is the propeller type, and the greatest draft that they can load during the low water season is five feet. Propeller steamers are the type most suited for this end of the route, and vessels of that type have plied there for 20 years.

The Hudson Bay Company are now building at Fort Smith a steamer to take the place of the old steamer *Wrigley*. It will go into commission in the spring of 1908. This steamer is being built at great cost, and when completed will bring the 'Land of the Midnight Sun' two weeks nearer Edmonton, on account of superior speed and equipment.

With a tramway at Smith's to give despatch to the handling of freight and passengers that are, up to the present time, being handled in the old primitive way (the portages on the river being made with the assistance of carts and oxen), and if in the future there is railroad transportation from Edmonton to McMurray, it will be a very simple matter to go from Edmonton to the Arctic and return in 30 days.

From McMurray up the Athabaska, for a distance of 100 miles, the physical features of the river are of such a nature that steamer navigation is impossible. The making of it navigable for steamers would be so costly that the amount of business now and in the immediate future would not warrant the improvement of that part of the river. If it was otherwise the Mackenzie watershed could be tapped at Athabaska Landing by steamers which would bring the watershed then to within 100 miles of Edmonton. As it is, McMurray is the nearest point at which a railroad could touch and tap this immense waterway.

The stretch of waterway between McMurray and Smith's Landing has another important connection. By swinging to the west at Lake Athabaska, and going up the Peace, navigation on this river for a distance of 1,000 miles is found with one interruption, namely, at the Vermilion Chutes, which occur five miles above where the Little Red river puts into the Peace and causes a break in this stretch of navigation. A tramway of a mile and a half in distance would have to be built at this point. A transshipment of goods would have to occur here to connect with the steamers now plying

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from this point, above the chutes, to Hudson's Hope, at the foothills of the Rocky mountains, a distance of about 650 miles.

## IMPORTANCE OF THE PEACE RIVER.

The Peace river practically passes through the centre of the vast Peace river district, and in the development of this district will always play an important part, as navigation is practically without a dangerous rapid or obstacle of any kind throughout its whole course, with the exception of that one referred to at the Vermilion Chutes.

There is also another connection with the main system. By swinging to the east upon entering Lake Athabaska, navigation for a distance of 250 miles is found, practically due east by the compass, but perhaps a trifle to the northward. From the most extreme easterly point touched by navigation on this route it does not appear to be a very great distance on the map, to touch a point that will be traversed by the proposed Hudson bay railroad, and from information that the witness had from the hunters and trappers of that district, it is not a difficult country to travel in or to construct a road over.

You cannot go into Great Bear lake with steamers; Great Bear river is not navigable. Great Slave lake, however, is navigable throughout its whole length and breadth. It is practically an inland sea.

As to getting from Great Slave lake to Hudson bay, the height of land would have to be crossed to tap the Hudson bay watershed. Back in the seventeenth century the Hudson bay people sent a man up there to Hudson bay; but by missing his way at a point on a river where it widens into a large lake, and by taking the wrong branch, he missed discovering what other people have discovered since. Handbury and Fairchild, of the Tyrell party, made the trip through from Great Slave lake to Hudson bay without any great difficulty. There is no question, in Mr. Cornwall's opinion, that had the man sent out by the Hudson Bay Company discovered this route, the north country would have been exploited for fur at a much less expense by this route than by the old route by Nelson river, Lake Winnipeg, the Saskatchewan river, the Clearwater, Athabaska, the Lesser Slave river and the Peace. This is a long, tortuous and costly way to bring goods into the country as compared with the other route referred to, if it had been discovered.

As to the number of months in the year that this stretch of waterway in the Mackenzie basin is open for navigation, Mr. Cornwall stated that all of the rivers running to the north and east with their source in the Rocky mountains, namely, the Athabaska, the Peace and the Liard, 'go out' between April 20 and May 1, on the average. They are all navigable a week after they go out, but where these rivers enter lakes the navigation opens later, it being not much before the first week in June when the lake ice breaks up and disappears. Navigation is opened on an average about the middle of June.

The Mackenzie river is a tremendous stream of water, being from two to four miles in width for its whole length. It is navigable all the way except at the mouth, where it spreads into a great many branches, and like all rivers of that kind, bars occur, and they would have to be dredged, but that is a very easy matter as the bars are short and even now can be cleared with a whaleboat in a good heavy sea. You can go down the Mackenzie as late as the latter part of October, so that there would be practically five months of navigation.

Witness did not suggest the construction of canals on the Athabaska and Peace to surmount the obstacles described, but tramways. The volume of business would not warrant the expenditure on canals, but by the construction of 17 miles of trams, and a railroad to McMurray, 3,000 miles of the finest river and lake navigation in North America can be tapped.

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This waterway runs through a country of vast natural resources. Timber, asphaltum, copper, salt and fish are some of its natural resources. The agricultural possibilities of the Peace river district are unsurpassed in the northwest. As an illustration of the latter, the witness explained to the committee that he was in possession of a letter dated two weeks previous to that date, informing him that 5,000 sacks of flour will be ground at Fort Vermilion this winter. Fort Vermilion is 670 miles north of the United States boundary, and is in latitude 58°30'. The Hudson Bay Company has a large and excellently equipped flour mill there which cost \$45,000.

SECTION C.—EVIDENCE RELATING TO THE NAVIGABILITY OF HUDSON BAY AND HUDSON STRAIT, AS AN ALTERNATIVE MEANS OF COMMUNICATION WITH THE NORTHWESTERN REGIONS OF CANADA.

CONTINUATION OF THE EVIDENCE OF A. P. LOW, B.A.P. SC., F.R.G.S., GIVEN BEFORE THE SELECT COMMITTEE ON FEBRUARY 7, 1907.

Mr. Low having completed his evidence as to the resources, &c., of Ungava and the country north of the Saskatchewan watershed, was asked a number of questions regarding the natural features of James bay and Hudson bay, and others on the general question of the practicability of the Hudson bay route.

Mr. Low stated that there are really no good harbours on the southern part of James bay. The water is shallow, and at tide, rises six or seven feet. There are a number of bars in the mouths of the rivers, so that the channels are in some places crooked and generally obstructed and narrowed up in a number of places. If these harbours are to be made fit for ocean-going steamers, there will have to be considerable expenditure upon them.

These harbours could be dredged out, witness thought. The bottom is mud and boulders and drift. A harbour for smaller craft, twelve feet or so of water, could probably be got. Harbours of that draught would be more easily obtainable.

Moose river is at present the best known harbour there. When ships come down into that part of the bay, the captains can generally tell their distance from the land by the depth of water; it increases in depth about six feet to the mile. They come in out of the fairly deep water approaching the mouth of the Moose river till they get into about three fathoms, and then they look for a buoy to the narrow entrance to the river. There is a bar ten miles long which completely crosses the mouth of the river, and there is just a narrow entrance to that bar, on which there is about fourteen feet of water at high tide, and all ships have to go through it. The Hudson bay post is fairly well channelled and beacons. After passing over the bar they go up the river about six or seven miles to the anchoring place, where the water is 18 feet deep at low tide, and coming to the present Hudson bay post there are several places where there is only six or seven feet of water, and some of these are narrow, so it is fairly good navigation to get up to them.

Mr. Low explained that he had never been in the Albany river, but it is bad; in fact, it is worse than the Moose.

There is a harbour at the mouth of the Nottaway river at which he has never been either, but they say there is a decent three-fathom channel up to it through the middle of Rupert bay. For a long distance you do not get more than three fathoms of water, and to get out of that at low water tide soon gets one into difficulty. He had a small craft that drew three feet of water, and he used to run on ground in Rupert bay regularly, just simply through not knowing the channel. The mouth of the Rupert river is about in the same state. There is your channel that runs out and meets the channel coming from the Nottaway, and you have to follow that up. There are only two or three fathoms of water in these channels.

There is not much fog in the bay. The weather is fairly clear in the summer time.

Churchill is the only present natural harbour on the south side of the bay. That is the first harbour going north.

To the north of Churchill there are a number of harbours in the inlets and bays, but the ground outside is bad, and until the channels are properly dredged there is great danger of running on shoals in the northern part between Churchill and Fullerton. York Factory at the mouth of the Hayes river is not a very good harbour. There are a great many bars off the mouth, and the ships anchor seven or eight miles below the Hudson bay post.

#### HUDSON STRAIT HARBOURS.

There are plenty of harbours on both sides of the Hudson strait. One is on the north side and east of Digges island, but has not been properly examined yet. But there is no doubt there are a number of good harbours there. On the south side the witness examined the coast from Cape Wolstenholme to the south part of Ungava bay, and there are a number of very good harbours along that coast. Between the end of July and the end of September when he was there, the strait was not quite clear of ice, for some was floating in the strait.

The straits are practically never clear, but the ice that was in there after the middle of July until November almost would not harm an ordinary vessel. The great danger in the autumn in the navigation of Hudson strait is the stream of Arctic ice that comes down from the Arctic ocean and from Baffin bay. Then from the end of September snow squalls are frequent. The navigator is in far more fear of snow squalls than fog. Late in September there is a heavy fog that rises from the water, brought on by the excessive cold. When the temperature gets below zero there is a continuous fog that rises from the water, sometimes 100 feet and sometimes 200 feet. You could not overcome that by lighting nor with anything, except getting on the top of the mast and looking over it; it is a light fog.

The strait is navigable from about the middle of July until the first day of November anyway, and a couple of weeks might be added at the end, because the ice in Hudson bay, the new ice, is of no consequence to a ship until it gets to be 15 or 18 inches thick, and not much ice forms before that date. The Arctic ice that comes down Baffin's bay is serious, because it is heavy ice and sometimes it is 40 feet thick. It comes down from the north, and the witness expected that at the end of November and December it is beginning to fill the eastern part of the straits. Part of it sweeps around Resolution island, and witness had seen heavy ice up as far as Digges island, about the middle of the straits, and it is quite a serious thing. That would not be the case every year. If there were high westerly winds it would drive that ice from the coast, and it would pass the straits without coming in.

In the report of his trip in the *Neptune*, Mr. Low had spoken of that ship having got into the ice about July 22, and of having to ram her way through it. He explained to the committee that that was coming out of the bay from Fullerton. They got in the ice just off Cape Wolstenholme. He thought they were too far south and met the ice, but to the north it looked as if they could have had open water if they had kept away from Cape Wolstenholm. Very heavy ice would not come very much earlier than November, because the Baffin bay ice would not break up sooner.

Mr. Low again expressed the opinion that from the latter end of July to the middle of November, from three and a half to four months, there was probably safe navigation, where ordinary iron tramp steamers could be used. He did not mean that it was absolutely free from ice, but sufficiently free to make it safe navigation. The ice would not sink your ship or anything like that. The ice that is met up there is rafted up, and sometimes rafted deep. In the midsummer months it gets warm and more easily broken. The cementing material is practically gone from it. You just run into it and it breaks to pieces, and you see four times as much as you did before.

The Hudson bay ships, as a rule, come into the Hudson bay about the first of August, and the ship from Churchill comes back again about the end of the month. It goes to Fort Charmell in the Ungava river and generally lies there until September

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25, when it continues its voyage out, calling at the other places along the Labrador coast, and leaving Cartwright, its last port of call, about the second week in October. They are steamers, but of course they use their sails. The one that supplies that part of the bay and Labrador coast is a sloop of war called the *Pelican*. These vessels are not large enough to carry grain, but small boats of 400 or 500 tons and a draught of 16 or 18 feet.

So far as witness knows there are no glaciers formed in any of the waters of Hudson bay, or any waters flowing into it from the north.

Some years ago large quantities of the Baffin bay ice came down through that channel by Digges island. Witness was in the *Diana* in 1896 and 1897, and she struck there early in January off Digges island. There were quite a number of large pieces of ice came in that way that did not add to their comfort at all. This ice comes in in the winter time, as early as November probably, and remains there until it melts. Some of it is liable to be there in July, but the ice melts very rapidly after the middle of July. It would not impede navigation during the period he had mentioned.

Really prepared steamers could navigate Hudson bay and Hudson strait longer than the period he had mentioned; you could navigate the straits all winter if you had a specially prepared vessel, but it would be a long voyage.

Except for the ice, Hudson bay and Hudson strait are not difficult to navigate.

The channel to Churchill harbour, Mr. Low said, he thought was about four fathoms. Then it deepens gradually going out, so that if a captain was attending to his soundings he would know when he was coming on to the coast, even if there was a snowstorm. As you come to the bay, these soundings gradually decrease as you reach through the passage between the two islands of Coates and Mansfield; so that while keeping the soundings going you have no danger, or very little, of going on the shoals or anything like that. Nelson is practically the same, except that there is no harbour.

The depth of the water in the channel between Coates and Mansfield island is thirty or forty fathoms, and the width of the channel, twenty or thirty miles. The depth of the channel at Nottingham is 25 or 30 fathoms. What he described as a channel was really a passage out in the open sea.

Altogether the witness considered the Hudson bay route, when it was clear, an even clearer one than via the St. Lawrence. There is at least two months when there is no trouble from ice at all, and when you do meet that loose ice in the summer time there is no trouble. There would have to be several lights established. There would have to be lights at Nottingham island, and probably at Cape Digge. Charlatan island would probably have to be lit at both ends, because it is practically in the middle of the channel, and then there would have to be lights at Cape Chigney and on Resolution island. Lights would also have to be placed at the mouth of Churchill harbour.

CONTINUATION OF THE EVIDENCE OF J. B. TYRRELL, GIVEN BEFORE  
THE SELECT COMMITTEE ON MARCH 2, 1907.

Mr. Tyrrell's examination as to the geographical features and resources of the region north of the Saskatchewan watershed having been completed, was questioned specially as to Hudson bay and the adjacent country and as to the practicability of maintaining a route of communication via Hudson bay and strait.

Mr. Tyrrell said as he had tramped all round it, he was familiar with the country about the bay. Asked as to the proposed route of the railway from Lake Winnipeg to Churchill, he explained that west of the lake for a considerable distance there is a great swamp along the Saskatchewan river, but north of the lake you get into a limestone country that has very little soil on it for probably 40 or 50 miles down, till you get to the Grass river. The limestone is fair building stone, similar to the stone at the Stoney mountains and Sulphur mines. Witness did not think that the swamp on the Saskatchewan could be improved. He thinks the grade on the Saskatchewan is rather too low, unless the engineers went down as far as Grand Rapids and worked back from there.

Continuing to describe the route of the railway to Fort Churchill, Mr. Tyrrell remarked that after getting across the limestone country, which has very little soil on it, you get north to the valley of the Grass river, and then you get down to the clay country. Then you go, from where you reach the Grass river down to its mouth in Split lake, over a gentle rolling clay-covered country. None of the hills are probably over 100 feet high. It is just a gentle, rolling country with not very deep valleys. It would be very easy to build a railroad over. From Split lake northward, the railway route as it is marked on the map, runs round by the Fishing lakes. There is a fairly good country along the valley of the Nelson river, till you get north to the Fishing lakes. It is a good agricultural country and an easy country to build a railroad in. Then there is a country that is stony and hilly, covered with jackpine, a sandy, stony country for a distance, it might be of 25 to 50 miles or so. After descending from that you get down to a level or a gently sloping apparently level plain, which is one vast swamp, the only dry places being along the banks of the streams. That plain extends down to the shore of Hudson bay, and a railroad can readily be built on it, as long as it keeps to the dry drained portion close to the banks of the main streams.

## SHORES OF HUDSON BAY.

This would bring the line down to Churchill or the Little Churchill, or to the Deer river or any of the little streams that run across that plain. The streams here, as a rule, are cut down 20 to 30 feet. This is very extensive. He would say it is quite impracticable, except with very great difficulty and great expense, to travel across this country in summer away from the streams. He walked across it in winter. This swamp goes right down to the shore of Hudson bay. The country is of the same character all round from Churchill down to Hudson bay. The western side of the swamp land is about 100 miles west of Hudson bay. It only goes north to the woods—within the forest area. North of the tree limit there is no swamp. The mossy swamp does not grow beyond the forest line.

The shore of Hudson bay is very low generally. In many places on the shores of Hudson bay, where the tide only rises eight or nine feet, it runs out ten miles. Mr. Tyrrell said he had been on the edge of that flat country, and at low tide he could not see the water at all; it was so far out.



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From the place witness left the Fishing lakes and struck the plain, to the bay, through the swamp; would be a distance something like 100 miles.

The mouth of the Churchill river is an exception to the general character of the Hudson bay shore. There is at the mouth of the Churchill river a rocky hill rising, or at least a mass of rock. The remarks about the shore descending to the bay do not apply exactly to the mouth of the Churchill river. That is the reason Churchill is a harbour. Churchill would be a harbour in low water; it is one of the most magnificent harbours in the world, probably the finest harbour. It is a rocky hill rising about 100 feet high and bow-shaped. Projecting out into the bay is a rocky knuckle on one side, so that in entering the harbour ships have to take a slight curve, but they very, very quickly get away from the influence of the ocean waves. At the present time the harbour is about 30 to 40 feet deep. The tide is heavy, and rising from nine to sixteen feet at low tide. The channel is the same width at low and high tide. The channel out into the bay from the harbour is a rock-bound channel, probably one hundred or two hundred feet deep, so that that channel is clear either at high or low water. It is wide enough for a couple of ships to pass, and incur no danger. There is one rock in the mouth just a short distance from the point of the projecting rock he had spoken of, and if that were removed it would widen the harbour and about double its width. The width of the harbour is now about 200 or 300 feet. The entrance is narrow. It is a beautiful harbour for the ships to enter from the ocean. The rock rises precipitately on both sides to one hundred feet. There is no possibility of a ship getting away from it. Where the rocks run as they do at this harbour, it makes a natural slip, about as safe a place to enter with a ship as one could very well imagine. The entrance is from a quarter to half a mile long. Outside of the harbour is the open ocean with its deep water.

Mr. Tyrrell was at Churchill in the fall two different years, approximately in the months of October and November. He reached there October 15 one year, and he was there part of November. In one of his reports he published a table giving the dates of the opening and closing of navigation; obtained from the records of the Hudson Bay Company at Churchill.

## CLOSE OF NAVIGATION.

Asked by the Honourable Mr. Ferguson if the Hudson Bay Company placed the information very cheerfully at his disposal, witness replied that the Hudson Bay Company do not like to have their fur trade interfered with.

Mr. Tyrrell left Churchill about November 25 or 29. The bay was open then and there were no icebergs. A ship could not go out and in then. The harbour was closed. The witness arrived at Churchill one year from the north on October 16 in a canoe. He considered if he could travel down the shore of Hudson bay in a Peterboro canoe, and get to Churchill safely with it in two successive years, one year as late as October 16, and the other year as late as the 1st, that a steamer or a well protected boat ought to be able to get through a little better.

The witness stated that he did not want it to be understood that while he was out on the bay up to October 16, that there was no ice forming on the shore. There was ice forming and it was exceedingly unpleasant travelling. He had to go to the shore to camp every night. The ice was not thick and he was able to travel in the canoe. Occasionally he had to shove through the ice. The ice would form on the paddles as he was paddling along. He did not recommend anybody to take the trip down the shore of Hudson bay in a Peterboro canoe, or any other canoe, but at the same time he thought that where he travelled at that time of year, a large and properly equipped boat could travel without any inconvenience or trouble at all. A vessel could go in and out of Churchill on November 1. That is about the latest. As to the time a vessel could enter at the opening of the season, that varies. The opening of the harbour varies nearly a month. The average time of opening, according to the old records, as far as he remembered was June 5, and when it is open it is wide open.

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From his knowledge he did not say the bay as far as the mouth of the Churchill river is navigable from June 1 to November 1. He was creditably informed that there is more or less Arctic ice comes down and blocks the mouth of the Churchill harbour for a period in the summer time.

Asked how far up the mouth of the Churchill could vessels go, Mr. Tyrrell explained that as the harbour stands at present, they could only go in about three-quarters of a mile inside the mouth of the harbour, but the rock bound basin is about eight miles long and a mile wide. It is filled with silt from the mouth of the Churchill river, and would have to be dredged, but a harbour could be made with comparatively little trouble about eight miles long. There would no difficulty in building elevators, wharfs and warehouses at the point the vessels would come to.

The witness said it would not be difficult to build a railway from Churchill to the Peace river country. By keeping a little south it would traverse a good agricultural country, after you get 100 miles from Churchill. By following the lines of the Churchill rather than a straight line to the west, the line would go through a good country.

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## EVIDENCE OF ROBERT BELL, M.D., C.M., F.R.G.S., C.E., &amp;c., OF THE GEOLOGICAL SURVEY OF CANADA, GIVEN BEFORE THE SELECT COMMITTEE MARCH 12, 1907.

Dr. Bell explained that he had been through Hudson strait nine times. The first time was in 1880 in a ship called the *Ocean Nymph*, a small sailing vessel, and the last time was in 1897 with Commander Wakeham. His trips were distributed over those seventeen years between 1880 and 1897. Commander Wakeham took him out in the *Diana* with his yacht on her deck and let him off at Big island, on the north side of the strait. Then he worked west with the yacht and returned after his survey. They entered the strait on June 22 in 1897, and went completely through and back again before he left the *Diana*. Commander Wakeham lowered his yacht into the sea at Big island and he surveyed the coast westward as far as he thought safe, so as to return and meet the *Diana* there. As he had ten days to spare after reaching Big island, he surveyed the coast for some distance eastward of it.

Dr. Bell was not sure, but he thought that date (June 22, 1897) was the earliest date he entered the strait on any of his voyages. They did not see any ice at the entrance, but encountered it later, especially towards Fox bay. The latest period he passed through the strait was, he thought, with the *Ocean Nymph*. They cleared the strait before the middle of October—between the 1st and 15th he would say. All his trips were between June 22 and about October 10.

In navigating the strait during the season between those dates, with a steamship, they never had any difficulty, nor was there any difficulty with the *Ocean Nymph*, which was a poor ship for sailing. He is of opinion that the straits are navigable for steam merchant shipping during the season between these two dates. He saw no trouble or difficulty, in his own experience, in passing through. In some parts of the strait he saw ice, but it was near the north side. Captain Wakeham wished to land him at King's cape, that is the angle formed by Hudson strait and Fox bay, but owing to the movements of the ice it was impossible at the time. In fact the witness did not want to go ashore there, because the shore was so badly charted he did not feel that it would be safe. He wanted to be picked up at some well-known point, and if he had been landed at King's cape the chances were Wakeham could not find him, nor witness Wakeham. It was agreed, therefore, that the witness should be landed on Big island. There the *Diana* picked him up again. When the ship came on the date appointed, it was a stormy day and the captain could not take the witness on, but came back the following morning.

Dr. Bell never passed through on a very powerful steamer with high speed, in fact, on no more powerful steamer than the *Neptune*. He went through on the *Neptune*, and afterwards on the *Alert* and then on the *Diana*. The *Neptune* has only 110 nominal horse-power, but she makes eight knots an hour easily. The *Diana* is smaller, but more easily handled, and did very good work. On the *Diana* expedition the greatest trouble they had with ice was off the east coast of Labrador. Until the middle the summer set off East Labrador is filled with ice for a long distance out from the land.

The *Alert* was specially built for ice. She was very strongly built. Up to the date the Dominion government had her, she had been further north and further south than any other ship in existence. She was a mass of wood with little accommodation. The *Neptune* is also a very strong ship.

The *Neptune* and *Diana* were built for use in the seal fisheries where they have water to move about in. They do not get into trouble needlessly, do not break the ice

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for the sake of breaking it. Witness never heard that the strait was frozen across in winter. There is ice there, but always more or less open water with it, at all times. Witness had heard of Eskimos crossing the strait on ice floes, but he had no evidence that they had actually done so. Their home is on the ice—they live there—build snow houses, kill seals, and keep iglos warm with lamps fed with blubber. If any Eskimos ever crossed the strait on the ice they did so by watching their chances and passing from one field of ice to another. If they did not succeed in crossing, they would not mind it; they would go back.

## CURRENTS AND TIDES.

A current runs both in and out of Hudson bay. It runs in with the tide for a time, and then runs out again. There is also a constant set westward on the north side of the strait and a set eastward on the south side. If you observed an individual mass of ice, you would see it pass both ways twice every day until it gradually worked its way inward, if it was on the north, and outward if on the south side of the strait.

Dr. Bell said he thought there was not more ice at the entrance of the strait from the ocean than found further west in the strait. On the average, he had seen more ice towards Fox bay. A good deal of the ice in Hudson bay comes from that direction.

The rise and fall of the tide at Big island is thirty-one feet, and in Ungava bay it rises some 50 feet. It is the second highest tide in the world. Fox bay is a basin which is not on the route of ocean navigation. The reason why there is such a high tide in Ungava bay is probably that the tidal wave from the Atlantic is met by the curving east Labrador coast and the land to the north, heaping the water at the entrance of Hudson strait. At all events, the whole appearance in Ungava bay is altered between high and low tide. Dr. Bell said he had heard of a ship anchoring in deep enough water, and in the morning the captain found his ship resting on a rock so that he could look down hill all around him, and he was afraid the ship might roll off.

The depth of water in the strait is from 300 to 340 fathoms near the entrance from the Atlantic ocean, west of Cape Chudley. The depth depends on where you happen to take soundings. During the voyage the witness made on the *Ocean Nymph*, they spent half a day taking soundings, but the water was so deep that it took all hands a long time to haul up the lead by a hemp rope.

Roughly speaking, Hudson strait is 500 statute miles in length and averages 100 miles in width. If Ungava bay be called part of the strait, it would be 250 miles wide there.

The depth of the channel between Nottingham island and Cape Wolstenholme is probably 30 or 40 miles across. The hills are very high—2,000 feet to 3,000 further inland, and the water is very deep in that channel. The deep channel runs up the middle of the strait and passes out of the western end between Nottingham island and Digges islands, off Cape Wolstenholme. These are not very large islands. They discovered a harbour on the southwest side of the western islands. The water continues deep between Mansfield island and Coates island, which is a very wide channel. These islands are of limestone rocks and are not so high and rugged as the mainland. Witness did not remember seeing any ice after getting clear of King's cape. He had no trouble from the ice west of Fox bay. He had passed between Cape Wolstenholme and Mansfield island once in the *Neptune* going south, and had to stem a very strong tide. It was all the ship could do to hold her own. The captain did not anticipate any trouble, but had great difficulty in stemming the tide. That is not the channel that would be used going to Fort Churchill; the current seems to set north close to the east main coast. You would not get the same current in the other channel; it seemed to hug the main shore. The expedition had a station on Nottingham island, and when they left the island they did not find any difficulty between Mansfield and Coates islands. The strong current mentioned might have been an exceptional case during six or eight hours

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when the spring tide was setting out at its worst. At other times they might have had slack water.

There are no serious shoals in the route between Coates island and Mansfield island and through the strait out to the ocean, and the land is so high that even at night you can see the outlines of the hills against the sky, but an occasional light, and a telegraph line connecting them would be useful. There is one island, Charles island, with one hundred miles or more to the north of it in which to choose your course. You need not go near that island. A stranger by keeping clear of what he sees would not be in any danger of striking rocks. Dr. Bell said he did not know any more desirable piece of navigation in the world, excepting the middle of the ocean, and even then a common sailor who could not take an astronomical observation could sail through the straits with perfect safety. That is what Henry Hudson's men did after putting him and part of the crew into an open boat and leaving them behind.

## AIDS TO NAVIGATION.

In his opinion all that is necessary to be done in the way of aids to navigation through the strait, the whole distance from the Atlantic ocean to Hudson bay, is the installation of probably three lights on each side with telegraphic lines connecting them. Even one light in Hudson strait would be better than none, two better still, and six would be still more so.

As to the preparation of reliable charts of these waters, a good deal requires to be done yet. The north side from about Charkbok to a point north of King's cape, or King Charles cape, is badly charted, so badly that there are two lines, one overlapping the other, representing the same coast. The chart makers were so uncertain as to where to place the line that they put both down. The existing chart was made in London largely from information furnished from time to time by captains of vessels. Afterwards Lieutenant Middleton, of the Royal Navy, sailed through the strait and bay on a Hudson Bay Company's ship, and made observations for latitude and longitude which improved the chart a little. The department has a geological survey of the east coast of the bay. The witness surveyed that coast from Moose Factory northward, that is the east coast of James bay and up Hudson bay to Cape Dufferin. The rest of the shore north of Cape Dufferin was surveyed by Mr. Low, up to Cape Wolstenholme. Dr. Bell came south himself in a small boat from Digges islands to a place called Ponga. He thought it was the place where Henry Hudson's men went ashore and were attacked by the natives. The mutineers who put Hudson ashore had wintered in 1610-11 at the mouth of the Nottaway river. They had passed a miserable winter. Soon after sailing on the return voyage in spring, the men mutinied and took possession of the vessel putting the officers off in a boat somewhere near the east shore of James bay and proceeded northward. Afterwards they landed, probably at the place called Ponga, and proceeded to help themselves to the provisions they found in the caches of the Eskimos, who thereupon attached and killed several of them. The survivors ran away, boarded their ship and sailed through the strait and across the Atlantic to the coast of Ireland.

Dr. Bell said he thought an exploration was necessary in order to get a reliable chart of that route and for the purpose of correcting existing charts. There was some correspondence about that matter more than twenty years ago. The imperial government did not think it important enough to justify the expenditure. They replied that they had only a few ships for such purposes, and that those ships were then employed on the coast of China, &c., getting information which was very important to British trade. They said the trade through Hudson strait was then of such comparatively little importance that they would not be justified in making a survey at that time. It would not be difficult to equip one of the Dominion's own ships for the purpose. While it is not immediately necessary, it should be done in the interest of navigation

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sooner or later, but the shores are so bold and well defined that you could navigate the strait without any further charts than we possess.

There was fog one October day when the witness was going out on the *Ocean Nymph*, and great numbers of ptarmigan lit on the rigging of the ship in consequence of the fog. That is the only fog he remembered seeing in the strait. Once or twice the witness had experienced a little flurry of snow there. In some of the reports, they always speak of blinding snowstorms, but the witness had met nothing of the kind.

Speaking of the surveys, witness explained that he had himself surveyed the part of the coast from the neighbourhood of Icy cape west of Charkbok, but that was a topographical survey. It was not for a chart. The whole of this coast is bordered by such a wide archipelago of islands, that you could not easily define it. Mr. Low made a survey from Douglas Harbour, eastward on the south shore to the bottom of Ungava bay, so these two surveys would be of some assistance in making a general chart. If the rest of the shores were surveyed as well as they did these parts, it would not be a bad map.

The ordinary ocean-going vessels would be suitable for navigating Hudson bay and strait, but in the winter time it might be all the better if the ships were protected.

#### SEASON OF NAVIGATION.

Dr. Bell, replying to a question by the Hon. Mr. Tessier, said it is hard to say how many months of the year steamers could pass through the strait. He did not see why they could not pass through at any time in the winter, thought it would be inconvenient. Neither the bay nor the strait are frozen up any more than the Atlantic ocean. He could not conceive a bay 600 miles wide, in the same latitudes as the British islands, being frozen with the meteorological conditions being normal for their latitudes. He might be told that it is the influence of the gulf stream that keeps the navigation open in the same latitude on the coast of Europe, but his informant would not know himself how the gulf stream works. Here you have no Arctic current such as you have along the Labrador coast, nor have you the advantage of the gulf stream; you have just the normal conditions for their latitudes.

Asked by the Hon. Mr. Watson as to the maximum and minimum temperatures in the strait, witness replied that in summer they had occasional frost at night, showing that the mercury must have fallen to about 30° or lower. They would find in the morning a little skim of ice around the yacht, but on going up among the hills during the day, the heat would be intense. The sun rises at half-past two or three in the morning and shines until ten o'clock at night in summer. He did not remember being ashore in October, but he penetrated inland earlier in the season. He had been in to the big Lake Amadjuak, north of the strait. That lake and Nettilling lake, both in Baffinland, are comparable to Lake Ontario.

The temperature of Hudson bay is about the same as that of Lake Superior. Lake Superior is cold, and early in summer it is foggy on account of the hot sun and the cold water. If you were out on a promontory you would find the water of the lake cold in the middle of summer, while in a sheltered bay you might find it warm enough to plunge in and have a bath. Dr. Bell said he had bathed in the water in Baffinland, and found it very pleasant, but it was only a few acres of water fed by a small stream running over boulders which were heated up by the sunshine, and so made the temperature of the water pleasant. In one of his reports, in 1877, he had a table showing the temperatures of the air, the sea and the rivers up the east main coast. That table was accurately prepared at the time as the results of observations, and he would prepare a copy of it for the committee.

The sailing vessels that had been passing through the strait would all be in the neighbourhood of 300 tons. They were not always specially constructed for that ser-

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vice, but of late years a steamer, the *Eric*, takes the place of sailing ships. Old sailing vessels could scarcely hold their own in a head wind, and if there were scattered ice in the strait, they could hardly get through at all, and then it would be reported that they were stopped by the ice.

There is an ice cap many miles long called Grinnell Glacier, the southern part of Baffinland. Baffinland is an island a little over 1,000 miles long, and part of it is some 500 miles wide. There is a good deal of glacier ice among the high hills in its north-eastern parts. There is only one place where Grinnell Glacier flows into the sea, and the little icebergs that break off there are carried into the current along the north shore of the strait.

## CHURCHILL HARBOUR.

Asked by the chairman (the Honourable Mr. Davis) for information regarding the harbour of Churchill, Dr. Bell explained that Churchill river is the only stream on the western side of Hudson bay which enters the sea through solid rock, and has a fixed depth of water. He thought 12 fathoms was about the depth at the entrance. Then, when you get inside, there is good shelter with water shoaling to 8, 7, 6 and 5 fathoms at low water, with sufficient space to anchor a considerable number of ships. The entrance is like a slightly bent arm surrounding a point, and the moment that you turn the angle you are in perfect shelter. The entrance is regarded as quite safe. It is about half a mile wide. There is a lagoon at Churchill which fills up as the tide flows in. It is about eight miles long by over one mile wide, and all that water has to pass out of a narrow gap, is that when the tide goes out there is a rushing current from the lagoon. The spring tide is about 18 feet.

Dr. Bell explained that he piloted the first steamship that ever entered the harbour. Before that time he had been out and in with Hudson bay ships, and also often with canoes and sailing boats, and had sketched the place and knew there was no danger. He was the only man on the steamship who had ever been there before. As the vessel approached the harbour the sea was rushing out, and there was a tremendous foam. The captain hesitated to enter and steamed forward very slowly until he reached this place, when he became very nervous about entering. Dr. Bell told him he might throw him into the sea if he touched bottom anywhere along the course he directed. The captain kept a man sounding the depth, but the lead never touched bottom at all. The rushing tide, going out, carried away the lead long before it could reach the bottom. As soon as the steamship passed through the narrow entrance, there was very little current.

The harbour is large and fairly deep. From the time you turn the corner and get into complete shelter there is a space of half a mile to a mile in length where you can lay your ship almost against the shore, and there is deep water for perhaps a third of a mile out from the shore.

Dr. Bell explained that he had also gone to Churchill from inland. He had been in different years along the whole course of the Nelson, through the country north of Lake Winnipeg, down the canoe route ordinarily travelled to Hudson bay, and which takes in Pike river, Trout river, Hill river, Steel river and Hayes river. He was for a long time very anxious to get across from the Nelson to the Churchill, but for years everybody said it was impossible, but at last by inquiry from Mr. Roderick Ross, the Hudson Bay Company's officer at Norway House, he heard of an Indian who knew of a route. The witness crossed and surveyed it, and having mapped it out, it has been used a good deal ever since. Dr. Bell went first down the Little Churchill and afterwards the Big Churchill. No white man had ever gone down the river in the present generation, and it astonished them very much at Fort Churchill. He had two small canoes and four Indians. He camped at New Fort Churchill and proceeded to explore the country around, and find out about the rocks.

With regard to harbours on James bay, Dr. Bell stated that there are plenty of harbours on the east side from Rupert's bay northward. The water is a good deal lower than it was in Hudson's time. There might have been a harbour at the mouth of the Nottaway river at that date. Henry Hudson came there in a small ship, and the water was deeper then. Geologists speak of the land rising, but in the present case it might be correct to say that the sea is falling. The sea does not usually subside, but the general subsidence of the water in the north polar regions is from a different cause altogether. The ice cap which forms during some small geological period, say two or three hundred thousand years, changes from one pole to the other, owing to the movement of the earth, the procession of the equinoxes, &c. The south polar continent is covered with an ice-cap, probably two miles thick; and this will add a great weight—counterpoise which might change the centre of gravity of the whole earth, say 500 feet. This would lower the sea, say 3,000 feet at the north pole. Witness had no doubt the centre of gravity of the whole earth may have been moved 500 feet to the south, and this would draw the sea in that direction, leaving some of the northern region partly dry. It is like a large portion of the earth rising out of the water, but it may really be the sea that has retired and left the northern regions dry, or the waters shallower. At any rate the water in Hudson bay is receding.

The Hon. Mr. Power remarked that on the Atlantic coast of Nova Scotia and on the coast of New England the sea is gaining on the land comparatively fast, and asked if that was not rather inconsistent with the theory expounded by the witness.

The latter replied, 'Yes, if the general facts are true.' He went on to say he did not know as to that. The two cases in Nova Scotia given by Sir William Dawson had been shown not to be due to the general subsidence of the land, but to a sliding in of the land at these points. The nature of the earth in the background is such that it pushes that which is next to the sea into the water, submerging stumps, and giving the appearance of subsidence.

#### THE SHALLOWS OF JAMES BAY.

Dr. Bell said he did not know of any good harbour at the head of James bay, say 40 miles on either side of the boundary between Ontario and Quebec. There is an archipelago of islands from Sherrick's mount, north of Rupert's House, for a long way up the coast, and behind these islands there seem to be numerous places. He could not say off hand if there is a place for a harbour at the Nottaway river. At Moose Factory you have to go nine or ten miles out to sea to get water deep enough to float a ship. On the other side of James bay it is still worse. In Rupert's bay there are channels like ditches cut through the level mud. The Hudson Bay Company sends out men to drive stakes for beacons there, and they put brushy tops on them. They can do this work by walking on the mud with long boots. There is a narrow channel containing the river, say 10 feet deep at low tide, passing out. There is such a channel running out from the mouth of the Nottaway river northwestward, and it is joined at right angles by a similar channel from the Rupert river; but the Nottaway is an immense stream, twice as large as the Ottawa. Those channels meet and they pass by Stag Rock out to Stag island before they get deep enough.

James bay has a sufficient depth of water for safe navigation out in the middle; but there is a great breadth of shallow water along the west side. At low tide you could not pass anything there. There is an island on that side called Akimiski, which means 'slippery clay,' and between this island and the shore the bottom is level and covered with boulders, and that condition continues all the way down. He had tried to pass through there in a canoe and had been left dry at low tide. There is mud all around the head of the bay till you get north of Sherrick's mount on the east side. The first time the witness crossed James bay was in 1875. He was sailing across the bay from Moose Factory to Ministickwatin, and was almost out of sight of the low land. He asked the Indians how deep the muddy water was, and one of them said, 'I will soon



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tell you.' He took out an oar, and plunging it down, found about four or five feet of water. The land is exceedingly low and covered for miles with grass next high water mark, then bushes, and finally with small trees. You have to go a long distance inland before you get tall trees. The tide in James bay is less than at Churchill and York, but no two tides are alike. If the wind is blowing from the north it may rise 15 or 20 feet, but if it is blowing from the south it does not rise more than 7 or 8 feet.

## THE PROPOSED RAILWAY ROUTE.

At the request of the chairman, Dr. Bell proceeded to give some information regarding the country between Churchill and the north end of Lake Winnipeg, and to express an opinion as to the practicability of building a railroad through there.

Leaving Warren's Landing at the outlet, there is good land with points of rock near the rivers, along both the Nelson and the canoe route by Hayes river, but it may not extend everywhere inland. Of course these streams follow the greatest depressions, and the fine clay soil close to the river may have been deposited there, because it follows the deepest depression. He explained that he went down to York Factory in 1878, 1879 and 1880. He once took the route from Churchill to the Nelson which Mr. Tyrrell traversed. He went down the Little Churchill to its junction with the main Churchill, which he followed to its mouth. The route surveyed by the engineer who worked for a Montreal company some thirty years ago, followed Deer river in approaching Churchill harbour. This was George Baynes, of Charlottetown, P.E.I. He cut out a line from the foot of the navigable water north of Playgreen lake. There is navigable water there and he commenced to survey from the north end of it. That carries navigation probably forty or fifty miles below Lake Winnipeg.

In traversing that country, Dr. Bell explained, he explored to ascertain the agricultural value of the tract lying mainly to the west of that route, to the south of Split lake. West of the Nelson valley, there is a pretty good country. He had not been over much of it. He had been up and down the Grass river in that region. There is a post of the Hudson Bay Company called Nelson River House. It is really on Churchill waters at Three Point lake, and the country between this and the Nelson river, Dr. Bell believes, is pretty good. On the route he followed from Nelson river to Churchill river the land consists of a hard clay surface. A good deal of the country is burned, and you can see the clay land. The rise from Split lake to the head of Little Churchill river is very considerable. The main Churchill flows at a general elevation of probably 500 feet above the Nelson river, but after you get down the main Churchill to a point about 50 or 100 miles from the sea, you can see nothing on either side excepting muskeg. A streak of bushes follows the river. Beyond that you cannot see anything, and long before you come to Hudson bay you can see Fort Prince of Wales looming on the horizon.

Asked for a definition of the word muskeg, Dr. Bell explained that muskeg is the same class of country you find up on Lake Superior. The word is just the Cree or Ojibway name universally used for what would be called wet barrens in Nova Scotia. It would be from half a dozen feet, upward, in depth. Many travellers have noted the clay banks along the Hayes river all the way down to York Factory, and they have declared the soil was frozen to a depth of fifty feet or more, and near the mouth of the Nelson river it would be over 100 feet. It shells off in summer in great slabs, ten feet thick, and leaves a hard surface as hard as ice. Dr. Bell, however, stated that he had shown that the frost in such places did not pass down from the surface, but horizontally. Towards the top, there is a solid three-cornered prism of frozen ground, owing to the frost penetrating it from the top, and also from the side. He once had some time to spare at York Factory and went out with all the men he could get and tested the matter. He found it was not frozen permanently to any great depth. He

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would get a heavy stick of tamarac or black spruce and point it very sharply and get a number of men to work it down to a considerable depth through the muskeg. Sometimes he would find, where there was moss on top of the muskeg, some ice immediately below it, but in a general way the ground is not deeply frozen. The water drips out from the muskeg on top of high banks all winter and the little streams run all winter. The bottom is not frozen, and the brooks must have this water supply during winter.

The muskeg extends up the Churchill river for fifty miles or more.

Witness said that he did not know if there is a good route along the river to Churchill, where the muskeg can be avoided. Probably by going far enough east or west a route could be obtained. He doubted if a railway could follow the bank of the river, but he did not think there would be any such difficulty in building a railway down to a point 50 miles from the bay. The only difficulty might be in building the 50 miles nearest to the bay. The best way might be to keep to the east side. The harbour is on the east side, and on the west side it is shallow. Just at the mouth of the Churchill river the land is all dry. He had walked along many miles to the east and west. He had been, say ten miles west, and ten east. From Churchill harbour or from 'the New Fort,' which is five miles up, in going straight west, it is dry all round Button's bay, and everywhere thereabouts, and to the east of the river there is a dry streak at least ten miles along the coast.

Dr. Bell said he expects the bed of the muskeg is just a lateral extension of the immediate valley of the river.

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HUDSON BAY TEMPERATURES.

In accordance with the request of the committee, Dr. Bell subsequently forwarded to the chairman, who submitted it to the committee, an extract of his report published in the report of the Geological Survey of Canada for 1877-8 (page 26c) as follows:—

The following table gives the result of the above observations and also the temperature of the air at the different times at which they were made. The Fahrenheit thermometer was used, and whenever the sea happened to be calm the instrument was lowered to a depth of three or four feet below the surface:—

TEMPERATURE of the Sea, Rivers and Air along the Eastmain Coast in 1877.

	Date.	Hour.	River.	Sea.	Air in Shade.
1. Rupert's River at Rupert's House.. . . . .	July 11 . . .	10.00 A.M..	61°		48°
2. Eastman River, two miles up . . . . .	" 15 . . .	9.30 " . . .	59°		66°
3. Middle of great bay south of Cape Hope. . . . .	" 15 . . .	2.00 P.M..		59°	72°
4. Twenty-five miles north of Cape Hope. . . . .	" 16 . . .	12.30 " . . .		47°	65°
5. Eight miles south of Big River. . . . .	" 17 . . .	5.00 " . . .		47°	57°
6. Mouth of Big River. . . . .	" 17 . . .	7.00 " . . .	63°		63°
7. Twenty miles north of Big River. . . . .	" 18 . . .	4.00 " . . .		57°	62°
8. Wind-bound Point, thirty-five miles north of Big River. . . . .	" 19 . . .	2.00 " . . .		53°	70°
9. Ten miles E.N.E. of Cape Jones. . . . .	" 24 . . .	4.00 " . . .		45°	58°
10. Thirty-six miles northeastward of Cape Jones. . . . .	" 25 . . .	7.00 " . . .		52°	73°
11. Fifty-three miles north-eastward of Cape Jones. . . . .	" 26 . . .	12.30 " . . .		48°	82°
12. Black Whale Harbour. . . . .	" 26 . . .	9.00 " . . .		53°	
13. Great Whale River opposite H. B. Co.'s Post. . . . .	" 28 . . .	1.00 " . . .	68°		82°
14. Do. after two cold windy days. . . . .	" 30 . . .	9.00 " . . .	59°		48°
15. Open Sea, forty miles N. of Great Whale River. . . . .	Aug. 1 . . .	6.00 A.M..		53°	70°
16. 'Second' River at fifty-one miles north of Great Whale River. . . . .	" 2 . . .	9.00 " . . .	63°		
17. Off do. . . . .	" 2 . . .	9.15 " . . .		52°	
18. South side Richmond Gulf. . . . .	" 9 . . .	11.30 " . . .		61°	68°
19. South point Cairn Mountain Island, Richmond Gulf. . . . .	" 9 . . .	3.00 " . . .		62°	72°
20. Opposite Last or Northern Nastapoka Island. . . . .	" 16 . . .	3.00 " . . .		50°	55°
21. Land-locked Harbour. . . . .	" 17 . . .	11.30 A.M..		55°	66°
22. Southeast of Last Nastapoka Island. . . . .	" 25 . . .	12.30 P.M..		53°	65°
23. Middle of Nastapoka Sd. between N. River and Salmon Fishery Cove. . . . .	" 26 . . .	2.00 " . . .		53°	70°
24. Midway between Inlet of Richmond Gulf and Belanger's Island. . . . .	" 27 . . .	6.00 " . . .		57°	65°
25. Open Sea between Great Whale River and Manitounuck Sound. . . . .	Sept. 1 . . .	11.00 A.M..		52°	53°
26. Great Whale River, opposite H. B. Co.'s Post. . . . .	" 2 . . .	2.00 P.M..	54°		59°
27. Off Esquimaux Harbour. . . . .	" 3 . . .	1.30 " . . .		53°	56°
28. Dead Dog Cove, after three days' blow. . . . .	" 6 . . .	3.00 " . . .		51°	58°
29. Mouth of Big River, Fort George. . . . .	" 18 . . .	7.00 A.M..	59°		51°
30. Kunishoo's Bay, forty miles south of Fort George. . . . .	" 19 . . .	7.00 " . . .		50°	49°
31. Off South Point of Rupert's Bay. . . . .	" 21 . . .	7.60 " . . .		55°	50°
Average . . . . .			Of five rivers. 61°	53°	62½°

EVIDENCE OF COMMANDER WILLIAM WAKEHAM, OF THE CANADIAN FISHERIES PROTECTION SERVICE, GIVEN BEFORE THE SELECT COMMITTEE, APRIL 5, 1907.

Commander Wakeham explained that he was in 1897 commissioned by the Dominion government, Sir Louis Davies being then Minister of Marine and Fisheries, to proceed to Hudson bay. His instructions were to go into the straits as early as he could and force his way into Hudson bay, to make a number of trips backwards and forwards during the season, and to remain there as late as he could during the fall, with safety.

The department chartered the sealing vessel *Diana* from Messrs. Jobs, of Newfoundland, for the purpose of the trip. It had been the intention of the witness, and the minister's intention, that the expedition should get away about May 20, but the *Diana* got stuck in the ice at the seal fisheries, and did not turn up in time to let them off that early, and it was June 3 before she left Halifax.

From Halifax they went out through the straits of Belle-Isle, and there the *Diana* got stuck in the ice, and it was June 22 before she got off the mouth of Hudson strait. At two or three points they tried to get in to the mainland, to get an interpreter to interpret with the Esquimaux, but they could never get through the pack, and arrived off the mouth of Hudson strait, about sixty miles off, without having succeeded. They kept along the edge of the pack all the way, and got there as the tail end of the pack coming from Baffin's bay and Smith's sound, and the ice that comes from Greenland, passed down. On June 22, they were able to steam sixty miles into the strait through loose open ice that almost any vessel could have gone through, but not as rapidly as the *Diana* did, perhaps because she drove right at it. Almost any vessel could have got through.

Inside the strait they found open water, and thought they were going to have no difficulty in getting through. Everything looked clear ahead, until they came up in the neighbourhood of the Saddle islands, and met with a barrier of solid, heavy ice. They turned round and followed it, looking for an opening, and followed it all the way across the straits. The witness had not had a great deal of experience with ice of that kind, but any one could see that there was no use attempting to go into a pack of that solidity.

However, he had with him a gentleman representing the interests of Manitoba and the Northwest, Mr. Fisher, of Winnipeg, and he was anxious that something should be done. The witness posted backwards and forwards across the front of the barricade looking for an opening, and did not find any. It was drift ice that had been blown there, probably by an east wind. It was a regular wall. Mr. Fisher became impatient and thought the witness ought to do something towards forcing his way into it. Eventually witness said, 'Well, all right, here goes,' looked for a soft spot, and forced the ship in.

As a result, the *Diana* was jammed from June 23 until about July 9 or 10. They were badly jammed, and the ship nipped, and all hands got ready to leave her on two or three occasions. That was on July 9 and 10. They had worse jams on July 4. However, the wind changed and the ice began to go abroad, and they got out of it by steaming to the southward.

Commander Wakeham explained that if he were to go there again, he would not attempt, no matter who urged him, to go into a pack of that kind. He thought he lost time by doing it. If he had remained off the large pack, cruising about until it went abroad, or he found an opening in it, he could have got in on the other side of the

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straits a few days earlier than he did. He got out of the pack by steaming to the southward, and had no difficulty after that in getting into Hudson bay.

He got into Hudson bay on July 12, going down between Mansfield island and Coates island. He steamed round, and saw no ice of any consequence, and put about to go out again.

Commander Wakeham had with him Mr. Low, the present director of the Geological Survey, and Dr. Bell. They had parties of men with them, and two yachts. He landed Dr. Bell on the north side of the strait, and Mr. Low on the south side, and they spent part of the summer months in cruising along the shores. The witness picked them up and brought them back in the fall.

The witness steamed up in the direction of King's cape, hoping to land Dr. Bell there, but could not get there on account of the heavy ice coming out of Fox channel. The ship got jammed in that for part of the day, but they managed to get her out, landed Mr. Low, and went across the strait, finding only loose, open ice. The witness landed Dr. Bell on the other side, and as soon as he landed him, he came out again and ran out to sea.

As soon as he got out there he met no ice. The *Diana* went fairly well out into the Atlantic, far enough to see there was no ice in sight, and on July 22 put about, and sailed back again into the strait, but met no serious ice.

## SUMMER TRIPS TO THE BAY.

The witness slowed up occasionally in the ice, but got back. He stopped also to look for a harbour. Of course, the whole of this coast is unsurveyed and not actually charted. There is no proper hydrographic survey, and very little was known about harbours. He wished to find some place he could put in, in case of trouble, and he looked about and found a place they called Douglas Harbour, where they could rendezvous. He remained there a day or two getting fresh water.

He left on the 21st, and was back in Hudson bay on the 24th. That was the first time he was able to pass through without difficulty. That was the second trip going in. On the first trip he had to land Dr. Bell and Mr. Low, and was delayed by that. On this second trip, he was again in Ungava bay on July 22. He made the round trip in six days. From the Atlantic ocean to the point in Hudson bay where he turned round would be very nearly 700 miles. He went down into the bay, and come out again, making the round trip in a little more than six days altogether, nearly 1,400 miles. Under sail and steam the *Diana* would run nine or ten knots an hour.

There was no delay from ice except during the first trip. After Commander Wakeham landed Dr. Bell on the first time out, the wind was blowing from the westward. He hoisted canvas and started out, and set his log the same as he would anywhere else. After he came out on the second trip, he came back to look for a certain island. The former charts had always shown an island called Green island, and one part of the instructions of witness was to see whether that island existed or not. It was not there. It does not exist, but an island which is now on the maps had been wrongly placed on the old map; there is only one island where there was supposed to be two.

The witness went back after that to Natchvack, the Hudson bay post, where he had agreed to meet a vessel which had been sent up with fuel for the *Diana*, and after that he went up in Cumberland gulf. On the second trip he got back to Natchvack on August 1. The *Diana* was delayed waiting for the other vessel, and she did not arrive for several days after the expedition got there.

The *Diana* left again on August 13, arrived in Cumberland Gulf on the 15th, and left there again on August 19 for Churchill. She then went back again through the strait. Witness explained that he met with no trouble from ice at all on that trip, but it had always been supposed—and it is the case—that any difficulty with ice occurring during the summer or fall is caused by the ice coming out of Fox channel. The ice comes down there, on ordinary occasions, in calm weather, in a stream around

King's Point, and sets off down through the strait. The days are long in the summer and the sun is warm, and Commander Wakeham remarked that he thought very little of that ice ever goes out into the Atlantic. It is very heavy ice up there, and in the warm summer days, by the time it gets down to Hope's Advance, it generally disappears.

He had no difficulty in getting through this time. The only ice he saw was the ice he looked for off Fox channel.

At this point the witness interjected the explanation that it had been suggested that he take a tramp steamer for this trip. It had also been suggested that the *Stanley* would do, but the captain of the *Stanley* and the witness thought she would not do for the purpose. They were ordered to go in and force their way through as early as they could, and a tramp steamer could not have done that. You must have a vessel prepared for such work. That was the first trip, but on the second trip, the witness repeated, he met no ice that would bother any vessel. An ordinary tramp steamer, however, would have to avoid the ice more than he did.

Proceeding with his narrative, witness explained that he spent some time looking at the ice in Fox channel. He could have gone up into Fox channel, but the ice was too thick, and he came down south and put into Churchill.

He had fine weather across the bay—strong wind and no ice whatever. He got to Churchill on August 29, and remained there until September 2. He left on September 2, stayed out in the bay, and spent some time looking for fish. He set trawls and tried for fish and got nothing. He had promised Dr. Bell that he would meet him at a certain date and take him off, and he had to be there, so that he could not stay as long in the bay fishing as he would have wished.

He went back south of Mansfield island this time, and on September 7 was off Cape Digges. They experienced their first snowstorm on that date. From that time on they had snow almost daily in the straits, not heavy snowstorms, but snow squalls.

The *Diana* picked up Dr. Bell and took him across to Fort Chimo. Mr. Low had agreed to meet the ship at Fort Chimo, and Commander Wakeham took both of them on board and took them to St. John's, Newfoundland. The *Diana* was at Fort Chimo on September 16 and left on the 19th. She was not interfered with by ice on the way out.

#### AUTUMN NAVIGATION.

The witness remained in St. Johns refitting until October 6, and on that date left to go back to the straits. He got back off the mouth of the straits on October 15, and was delayed there by snowstorms. He got back to Douglas Harbour on October 18. On the 24th he was again at Cape Wolstenholme. That is at the entrance of the bay, and met no ice. He then went back to Douglas Harbour and held on there for a while, intending to go back into the bay again. He made his last attempt to get into the bay on October 29, and was stopped by heavy winds and snowstorms, the ship icing up very much. He tried to force his way, but decided that, all things considered, it was not safe to stay there any longer, and put about.

There was no ice. It was simply the weather, the snowstorms, the short days and the long nights. It was not light until eight o'clock in the morning. The character of the coast, not being charted, was somewhat of a difficulty, and the fact that the land was bold and abrupt and covered with snow also caused trouble. You could not tell how far from it you were. It was cold, freezing up. The information as to the temperature was given in tables and sent to Mr. Stupart. It was freezing enough to ice the ship. She was iced up so much that it became difficult to get around with her, and if she had iced up much more, they might not have been able to get about with her.

The object of the expedition was to ascertain if there was not an earlier period of opening of navigation and a later period of closing than Captain Gordon suggested. There was no doubt about the centre months of the summer. The idea was to get in earlier, and remain later than Captain Gordon, and they did get in earlier. Wakeham said he thought if he had not yielded to Mr. Fisher, and had taken his own way, he would have got in a day or two earlier. He made four round trips altogether, two of

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them going into Hudson bay, and one of them into Churchill. He also went north into Cumberland Gulf.

The *Diana* got to the bay ahead of the trading ships. They did not go until some time in August, and they went out long before the expedition did. They go out in September. When the *Diana* went to Fort Chimo to pick up Mr. Low, they found the Hudson bay ship had left. They only make one trip. They come down to Churchill and lay off at York. At that time the company had a sailing vessel. Now they have a steamer to serve James bay.

The harbour at Churchill is a good harbour, easy of approach and safe. It is not a very large harbour. Captain Gordon surveyed it, and his report on it is very definite and distinct. There is a strong current running through it. The witness saw no ice in it, and saw no ice in Hudson bay. He did not think the ice in Hudson bay will count for very much. The ice there drifts from shore to shore. With an easterly wind it is on the west side, and with a westerly wind it is on the east side. He does not think much of the ice of Hudson bay ever goes out through Hudson strait at all. The ice that gives trouble in Hudson strait is the ice from Fox's channel and the Baffin's bay ice that is blown in there.

## THE CLOSE OF NAVIGATION.

There is no doubt, when the strait is properly surveyed and lit, it will render navigation safe, but the climatic conditions are such that you cannot expect navigation there after the end of October. That is on account of the hazardous weather, and that cannot be overcome by lights. There are snowstorms and freezing up to contend with. There is nothing a captain dreads more than a snowstorm at sea. It is worse than a fog. With a fog you generally have calm weather, but with a snowstorm you have a sea and wind. There is considerable tide at Churchill, but not nearly as much as there is in the centre of the strait.

Commander Wakeham said he did not think the Hudson Bay Company sailing vessels are bothered now with ice, and in the olden days the ice that troubled them came from Ross Welcome. It came down along the west shore of the bay and got jammed there.

In Hudson strait the tide is very rapid and strong, and off the mouth of the bay the tide ripp is very heavy. Off the Welcome the ice bothered the sailing vessels in July, the witness understood, but he saw nothing of it. But the agent who was at Churchill, Capt. Haws, who was drowned at Winnipeg the other day, sailed vessels there a good many years, and the witness got a great deal of information about it from him. The navigation will be improved if there are lights in the strait, and if the strait is properly surveyed. It will be a great assistance to vessels if they establish the wireless telegraphy, so that they could get information about the condition of the straits with regard to ice. Of course they have snowstorms down around Halifax and other places.

There is plenty of sea room in Hudson strait, and the shores are fairly bold. There are a few islands close along the south shore. The northern shore is not so good. There are reefs extending out, and one or two places isolated rocks. Apart from the ice the witness considers it an ideal inlet.

He did not give the fishing a fair test, but the captains of the Hudson bay vessels, which have often been become becalmed in the old days, have often tried to catch fish, and they never caught any.

One thing you remark in Hudson bay is the absence of life—birds, whales, and so on—and it is hard to say the reason. Mr. Low found rock cod along the shore. Witness did not think there is any great volume of fish in Hudson bay. The Newfoundland fishermen go up to Cape Chidley and to Resolution island, and they find cod there, but they never get any fish in Ungava bay.

With regard to the compass deviations, there is sometimes a great deal of trouble. In this district you are near the magnetic pole. The witness had no serious difficulty, having a properly compensated Thompson compass. He could not trust absolutely to it, but had no difficulty.

EVIDENCE OF R. F. STUPART, DIRECTOR OF THE DOMINION METEOROLOGICAL SERVICE OF CANADA, GIVEN BEFORE THE SELECT COMMITTEE, APRIL 5, 1907; TOGETHER WITH A SHORT REPORT REGARDING THE CLIMATE OF NORTHERN CANADA, AND SOME TABLES OF TEMPERATURE AND PRECIPITATION, PREPARED SUBSEQUENTLY BY HIM FOR THE COMMITTEE, AND LAID BEFORE THAT BODY BY THE CHAIRMAN.

Mr. Stupart, in his evidence before the committee, explained that the service under his charge has records from a large number of stations in Saskatchewan and Alberta, and from a few stations scattered over the Mackenzie river basin, and along the shores of Hudson bay. For instance, along the shores of Hudson bay there are observations taken at Moose Factory, Fort Churchill and York Factory; and moving inland, at Fort Hope on the Martin river. From a number of stations in Alberta and Saskatchewan reports are received twice a day, namely, from Edmonton, Calgary, Medicine Hat and other places. North of the telegraph, the reports are altogether dependent upon the mails, and arrive from two months to six months or a year after the observations are taken. The observations are taken regularly by paid observers—men who are paid either \$50 or \$100 a year for doing the observation work. Many of them are missionaries; others are employees of the Hudson Bay Company. They are supplied with government instruments by the department. Observations are taken in the far north at Herschell island, Port Simpson, Pale river—that is Fort McPherson—Fort Good Hope further up, and further south from Fort Chipewyan and Fort Dunvegan and Fort Vermilion. This year instruments have been supplied to Lesser Slave lake, Peace River Landing and Fort Vermilion. These are three new stations opened up in the Peace river district.

Mr. Stupart explained that he had been in charge of the service since 1894. The bureau was organized in 1870. The observations in very few instances go back to 1870. In the provinces of Ontario and Quebec and the maritime provinces, they go back to 1870, or in some few instances at the Grammar Schools to 1868. The witness did not think any of the observations in the northern countries go back beyond 1883, except at Churchill and York, where observations were taken by the Hudson bay factors, and the department has possession of their reports. There are only a few years' observations in Ungava. There is a record for three or four years at Fort Chimo, and then for 1884-5-6, and again for a portion of 1897 there are reports along the shores of Hudson strait. Those are observations taken six times a day. It is a very perfect report. The information contained in Andrew Gordon's report was the work of the Meteorological Service. There is no automatically registered sunshine. The Meteorological Service take the rainfall, the snowfall, the height of the barometer, the temperature of the wet and dry bulb barometers, the clouds, the directions in which they are moving, the fogs, and the direction and force of the wind, the rainfall and snowfall. These are all set forth in the tabulated statements.

#### LACK OF DATA ON PEACE RIVER CLIMATE.

Mr. Stupart explained that, taking the records as a guide, he was rather at a disadvantage in reporting as to the climate of Peace river, inasmuch as up to last year the department had only one station in the Peace river country, and that was at Dunvegan. The station there is down in the valley, and from reports that he had since received from a surveyor who had been working there for the last two or three years, it



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would appear that on the high lands above the river the climate is somewhat different from what it is at Fort Dunvegan, which is situated on the river bank. But the general knowledge of the country possessed by the witness would lead him to suppose that taking the three summer months, from the first of June to the end of September, the isothermal line of fifty-seven and one-half degrees, which he considers is about the lowest which is the boundary of what might be considered absolutely successful agriculture, would extend from almost the foot of the Rocky mountains, run almost north, following the mountains, and extend certainly beyond Lake Athabaska, down half way across Lake Athabaska, thence north of Lake Manitoba. There is not sufficient knowledge of the southern part of Keewatin to trace that line 57·5 further, but it probably continues to a point south of James bay. In other words, this particular isothermal line would run from a point further south than James bay in a northwesterly direction, passing west of Slave lake to a point northwest of that. As you go northwesterly you are getting further and further away from Hudson bay. The witness questioned very much whether the country lying between Great Slave lake and Hudson bay is a country in which agriculture would be thoroughly successful. He did not, however, mean to say that there might not be at times good seasons.

Mr. Stupart explained that the practice is to draw the isothermal lines every five degrees, and he considered 55 too low a temperature for assuredly successful agriculture. A temperature of 57·5 degrees, provided that remains for two months, is perfectly safe for agriculture. Without doubt the summer temperature is what settles the question of vegetation altogether. He was not prepared to say there might not be some kind of mixed farming carried on in the district north of the isothermal line 57·5, but he would be rather inclined to doubt whether you could depend on ripening wheat, for instance. The ripening of wheat depends largely on the sunshine.

The witness explained that he did not want to be dogmatic on that 57·5 isothermal line, but from what study he had given to the subject that was his impression. He did not know for a fact that wheat would not grow beyond that line; that had not been demonstrated as yet.

In reply to a question, the witness stated that the summer temperature of 57·5 would be about that of England.

Manitoba and the southern parts of Saskatchewan and Alberta are, if anything, warmer in the summer than England.

The temperature at Dawson, in the Yukon, occasionally, in some seasons, rises above 90 degrees, and a summer never goes by without the temperature for many days going considerably above 80. The length of the day is a very important factor. The length of the day makes up for the loss of the sun's intensity; so that putting the two together, the climate in the northwest for the purposes of vegetation is as good as in the south of England. Occasionally they record frost in June in England, but the witness had his doubts as to whether it was ever recorded as early as the end of August. The temperature of the two countries is absolutely different. While the summer temperature over all the southern parts of our western provinces is comparable with England, and perhaps the north and western coasts of France, after about August 20, the downward trend of the temperature curve in Canada is very rapid, whereas in Great Britain and France it is very slow. Of course as one goes north in Alberta and Saskatchewan, the downward trend of this temperature curve becomes very rapid indeed.

## THE CLIMATE NEAR HUDSON BAY.

Asked by the Honourable Mr. Power as to the temperature at Fort Churchill, Mr. Stupart replied that Churchill is a cold place. The mean temperature of the month of May is only a trifle above the freezing point, namely, 32·5. June is 42·3, July 55·5, August 52·6, September 42·3, and October is winter, namely, 27.

He had also a record of the lowest temperature in each of those months. He was very sorry to say it was an imperfect statement, because he had not very much faith in

the observer there. There was a record of 12·6 in the beginning of May, 25·8 in June, and of 30 in the month of July.

In the winter months the temperature at Churchill falls lower than in the Mackenzie basin. The influence of the large body of water in Hudson bay makes the summer cooler and the winter milder. During the winter months the winds at Churchill are persistently from the west and northwest. It is exceedingly rare to have a wind off Hudson bay in the winter months. In the summer months for more than half the time the winds are off the bay and from the east and northeast.

As to the isothermal lines of that part of the country lying south and west of Split lake on the route of the proposed railway between the head of the Pas and Churchill, Mr. Stupart explained that in the month of June the district in question is between the isothermal line of 50 and 55. The corresponding isothermal district in Europe would be the extreme north of Scotland in June.

In July that district is between the isothermal lines 55 and 60, and that would correspond with Scotland and a portion of Scandinavia. In the month of August the district in question is about 55, and there you have Scotland again. That country had a reasonably fair climate for the three summer months, June, July and August. It would be suitable for oats, barley, potatoes and wheat.

Meteorological observations are now taken at:—

	Latitude.	Longitude.
Athabaska Landing . . . . .	54·43	113·17
Dawson . . . . .	64·4	139·20
Dunvegan . . . . .	55·56	118·35
Edmonton . . . . .	53·33	113·30
Fort Churchill . . . . .	58·51	94·11
Fort Simpson . . . . .	61·52	120·43
Fort Chipewyan . . . . .	58·42	111·10
Fort Norman . . . . .	64·57	125·0
Herschel island . . . . .	69·30	139·15
Hay river . . . . .	60·51	115·20
Whitehorse . . . . .	60·45	135·0
York Factory . . . . .	57·0	92·28
Fort Hope . . . . .	51·32	87·48
Norway House . . . . .	53·58	97·52
Fort McPherson (Peel river) . . . . .	67·27	134·57

Mr. Stupart informed the committee that the meteorological service have observations taken in 1884-5-6 and 1897, in Hudson strait. Mr. Stupart himself spent the season of 1884-5 there. He stayed at Cape Prince of Wales all winter and enjoyed the winter very much. The lowest temperature he had that winter was 38 below zero, but the average temperature was 23½. It was blowing a gale there for half a month. He and his party arrived there on August 16. They could have reached there the middle of October if they wanted to and could have left there about the first of the following August, roughly speaking; not earlier than that, that particular year. There was practically no ice for nearly three months, namely, in August, September, and the greater part of October, in fact all October, except that they might see ice out in the strait. They did see it there, probably coming from Fox channel. They had six observations a day, the observations being taken in daylight. One of their duties was to go to the top of the hill, three hundred feet high, at the back of their house, and observe the state of the ice in the strait with a powerful field glass, and they wrote down on each occasion what they saw.

Mr. Stupart explained that he does not think Hudson strait freezes solidly in winter, but it is blocked with ice in the early spring and late spring, and the ice is continually changing. He and his party used to see lots of water shifting out, and then the ice would close up again. A person could cross there for three months in the

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year, but would be seriously handicapped at times. He would not say that a ship might not, by chance, pass almost any time of the year. The ice is very thick indeed, however, and rafts up. He had watched it and seen it rafting up. The harbour ice at Cape Prince of Wales froze to about  $7\frac{1}{2}$  feet.

Fogs are very frequent at Hudson strait.

With regard to the possibility of the navigation of Hudson bay, Mr. Stupart was not prepared to say that steamers cannot get through for a good deal longer period than three months. He did not consider himself an authority; he had not been through the strait.

April 22, Mr. Stupart forwarded to the chairman of the Select Committee a report on the climate of northern and western Canada, which he promised while under examination to prepare. This report was in due course laid before the committee, and read as follows:—

## REPORT ON THE CLIMATE OF NORTHERN AND WESTERN CANADA.

A regular series of meteorological observations was begun in Winnipeg in 1872, but it was not until between 1883 and 1885 that eight stations with paid observers were opened at carefully selected points in the western provinces, Prince Albert and Edmonton being the most northerly stations of the reseau. Observations at these stations have been continued ever since and the climatic features of this country as indicated by them has been supplemented by observations of temperature, weather and rainfall by voluntary observers at numerous intermediate stations.

In Athabaska and the Mackenzie Basin, observations taken chiefly by missionaries and Hudson Bay Company's officers and extending over periods ranging from 5 to 15 years, afford valuable information regarding the climate of the unorganized territories.

On the shores of Hudson bay more or less reliable, but somewhat broken series of observations at Fort Churchill and York Factory covering a period of 30 years, are available, and at Moose Factory the meteorological record dates back to 1878.

A study of the accompanying tables containing the average mean temperature, average daily maximal and average daily minimal temperatures; also the absolutely highest and absolutely lowest temperatures of which the meteorological service has record, indicate beyond doubt that spring opens earlier in western and southern Alberta than it does to the east and north. In April the average daily highest temperature is  $53^{\circ}\cdot 2$  at Calgary and  $58^{\circ}\cdot 5$  at Medicine Hat, while corresponding values are  $50^{\circ}\cdot 6$  at Winnipeg;  $50^{\circ}\cdot 2$  at Prince Albert, and  $39^{\circ}\cdot 4$  on the shores of Lake Athabaska. These figures indicate that the days are warm, and that April is truly a spring month in most years, but it should not be forgotten that night frosts are severe and frequent in April throughout the western provinces. To the northward and eastward of Manitoba the advance of spring is not so rapid, Norway House showing an average daily maximum of  $42^{\circ}\cdot 7$  and a daily minimum of  $21^{\circ}\cdot 5$ ; Fort Hope an average maximum of  $43^{\circ}\cdot 2$  and minimum of  $18^{\circ}\cdot 7$ , while the figures for Moose Factory are  $37^{\circ}\cdot 7$  and  $17^{\circ}$ .

Northward of Slave lake, in the basin of the Mackenzie, the retardation is still greater with an average night temperature of  $13^{\circ}\cdot 8$ , at the mouth of the Liard river, and zero or lower in the neighbourhood of the Arctic circle.

As May advances the upward trend of the temperature curve is more rapid in Manitoba and Saskatchewan than in Alberta, and the average temperature of May for the whole territory west of Winnipeg and south of Prince Albert, excepting north-eastern Saskatchewan is approximately the same, with a general mean of about  $50^{\circ}$ , and an average day temperature ranging between  $65^{\circ}$  at Winnipeg and  $62^{\circ}\cdot 5$  at Qu'Appelle.

Northward from Prince Albert to Lake Athabaska and thence along the Mackenzie, the season in May does not advance so rapidly, Fort Chipewyan showing a monthly average of  $44^{\circ}\cdot 5$ , Hay river  $41^{\circ}\cdot 2$ , and Fort Simpson  $43^{\circ}$ . It is noteworthy that the

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mean temperature for May at Dawson City is  $45^{\circ} \cdot 5$ , very nearly the same as at Norway House.

Near the Hudson bay the season is still less advanced, with an average mean temperature of  $32^{\circ} \cdot 5$  at Churchill,  $34^{\circ} \cdot 6$  at York Factory and  $41^{\circ} \cdot 6$  at Moose Factory; this latter temperature being lower than that of either Dawson or Fort Chipewyan.

#### THE SUMMER MONTHS.

In June the mean temperature at Winnipeg is about the same as at Toronto, namely,  $62^{\circ}$ , which is from  $5^{\circ}$  to  $7^{\circ}$  higher than the average in Alberta, Calgary giving  $55^{\circ} \cdot 3$ , Edmonton  $57^{\circ} \cdot 1$  and Fort Dunvegan  $56^{\circ} \cdot 5$ . In this month also the mean temperature of the territory near the shores of Lake Athabaska and northward to Fort Simpson are but a shade lower than at Calgary. Moose Factory has an average mean of  $55^{\circ} \cdot 2$ , and an average daily maximum of  $66^{\circ} \cdot 6$ , a very little lower than Calgary and nearly the same as Fort Simpson. But further north at Churchill and York the average is still below  $50^{\circ}$ .

For the three summer months a vast area which includes western and northern Alberta, northern Saskatchewan and the basin of the Mackenzie, almost to the Arctic circle lies between the isothermal lines of  $55^{\circ}$  and  $60^{\circ}$ . Throughout this whole region the percentage of the possible amount of sunshine seems to approximate 55, and as the hours of possible sunshine at midsummer range from  $17^{\text{h}} 0$  in the latitude of Edmonton to  $19^{\text{h}} 30^{\text{m}}$  at Fort Simpson, it may be surmised that growth of plants and cereals may be even more rapid in the northern than in the southern districts.

The average daily mean highest temperature in July at Winnipeg is  $77^{\circ} \cdot 8$ , at Calgary  $74^{\circ} \cdot 7$ . At Hay river on Great Slave lake, it is  $73^{\circ} \cdot 5$  and at Fort Simpson  $71^{\circ} \cdot 4$ . Possibly the somewhat lower temperature in the north may be offset by a longer period of bright sunshine.

From the very meagre observations in the Peace river district, it is not possible at present to report definitely on the liability to late summer frost. Fort Dunvegan, the only station at which a regular record has been kept for several years, is situated in the valley, and the temperature there registered may possibly differ somewhat from that on the higher plateau, although comparison with observations made in survey camps leads to the conclusion that the summer frosts which are in some years recorded in the valley, also occur on the higher lands.

The whole question as to late summer frost in the western provinces is as yet tentative. In the eighties there were many winters of extreme severity, and again in the early nineties to a somewhat lesser degree, and it was during these same periods that summer frost was not infrequent. The winter just closing has been of almost unexampled severity, and it would be unwise at present to pronounce that there has been any chance in climate beyond that of a cylindrical nature.

While, as has been shown, the summers of the Mackenzie river do not differ greatly from the summers in Alberta and Saskatchewan, it should be borne in mind that as the latitude increases the more rapid is the downward trend of the temperature after about August 20. The mean for September near Lake Athabaska is fully  $5^{\circ}$  lower than at Edmonton, and near Slave lake  $6^{\circ}$  or  $8^{\circ}$  lower. The effect of high latitude is also evident in September in the Peace river districts, as the temperatures in this month no longer agree closely with those of Edmonton and Calgary. In October, frosts are severe and of almost daily occurrence in northern Alberta and Saskatchewan, while north of Lake Athabaska winter is setting in rapidly.

#### ABOUT WINTER TEMPERATURES.

The average winter temperature at Winnipeg is about  $15^{\circ}$  colder than at Calgary, and northward the cold increases even more rapidly, as is shown by the mean temperature for January which as shown by Table 1 is  $7^{\circ}$  above zero at Edmonton,  $10^{\circ}$  below at Fort Dunvegan and  $17^{\circ}$  below near Slave lake.

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Perhaps the most remarkable feature of the winter in the western provinces is the variableness of corresponding seasons in different years, and this is peculiarly the case in Alberta where, as shown by meteorological records, the mean temperature in, say January, may be  $15^{\circ}$  below zero, or it may be about  $25^{\circ}$  above. Fortunately, however, such extremes do not occur in the summer months, which do not appear to vary from year to year more than in Ontario.

Temperatures of  $80^{\circ}$  and upwards are recorded occasionally in the month of May in all portions of the Canadian western and northern territory, except near the Arctic sea, and as the summer advances these high temperatures become of more frequent occurrence, and there are few localities where  $90^{\circ}$  is not occasionally recorded even as far north as the Arctic circle.

The summer mean temperature of Manitoba and southern and eastern Alberta and the greater part of Saskatchewan approximates very closely to that of the south of England, Belgium and the north of France, while in the territory lying to the northward between the isotherms of  $55^{\circ}$  and  $60^{\circ}$  the summer temperature may well be compared with that of the south of Scotland and southern Scandinavia.

Taking the month of July alone in this latter region, which includes the district between Lake Manitoba and Hudson bay, the mean temperature is very fairly comparable with that of the south of England.

From the meagre and somewhat unsatisfactory observations of rainfall and snowfall over the extreme northern portions of Alberta and Saskatchewan, and in the valley of the Mackenzie, it would appear that the total annual precipitation is very generally between 12 and 14 inches including the moisture from between 40 and 60 inches of snow. This amount may be ample for successful agriculture, as fully 50 per cent or more falls as rain between the beginning of May and the end of August.

Near Hudson bay the rainfall is somewhat greater.

Respectfully submitted.

R. F. STUPART.

TABLES ACCOMPANYING MR. STUPART'S REPORT.

TABLE I.—Showing the average mean temperature in the various months at stations in Northern and Western Canada.

	Jan.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Summer Mean.
Fort Macleod.....	20.3	18.5	25.1	42.6	50.6	57.3	64.5	62.8	53.0	42.5	28.7	27.3	61.5
Calgary.....	12.3	13.5	23.9	40.0	49.1	55.3	60.6	57.5	50.2	41.9	25.6	20.4	45.8
Edmonton.....	7.0	9.8	22.3	41.0	51.5	57.1	61.2	59.1	50.0	41.5	24.0	16.6	59.1
Medicine Hat.....	11.3	12.7	25.6	44.9	53.0	61.3	68.1	66.4	55.8	45.6	28.2	20.4	65.3
Prince Albert.....	- 4.1	- 2.1	12.3	37.1	49.3	57.5	61.8	59.0	49.0	38.1	17.6	5.0	39.4
Qu'Appelle.....	- 0.3	0.8	14.6	38.2	50.2	59.3	64.0	61.7	51.9	40.6	21.1	9.5	61.7
Winnipeg.....	- 3.8	- 1.5	14.9	38.9	51.7	62.0	65.8	62.7	53.7	40.9	21.0	5.4	63.5
Dunvegan.....	-10.2	4.4	10.0	38.2	50.5	56.5	61.3	57.4	46.3	33.1	18.6	-	1.658.4
Chipewyan.....	-12.0	- 6.8	5.1	28.5	44.5	54.0	61.5	58.2	45.2	33.7	11.1	-	2.257.9
Norway House.....	- 9.4	6.8	7.6	32.1	46.5	55.4	62.4	59.7	49.0	35.8	16.6	-	2.159.2
Fort Hope.....	- 6.6	- 4.8	7.7	31.0	44.2	54.4	61.3	59.1	48.4	36.5	19.2	-	0.658.3
Moose Factory.....	- 4.0	- 1.2	10.0	27.3	41.6	55.2	61.6	58.6	51.7	40.4	21.0	-	3.358.5
York Factory.....	-18.8	-14.0	- 0.2	21.5	34.6	48.0	55.7	53.4	43.7	28.4	10.5	-10	152.4
Fort Churchill.....	-20.2	-15.6	- 3.0	22.4	32.5	42.8	55.5	52.6	42.3	27.3	7.9	-	9.050.3
Hay River.....	-16.8	-10.9	1.5	26.1	41.2	51.3	61.5	58.0	45.5	31.7	7.2	-	6.059.6
Fort Simpson.....	-19.2	-17.9	- 3.2	28.2	43.0	55.5	60.2	55.7	43.5	24.8	- 0.7	-	11.257.0
Fort Good Hope.....	-28.0	-21.8	- 8.7	16.9	36.7	55.1	59.1	53.5	37.7	17.0	-10.9	-	21.155.9
Dawson City.....	-23.6	-12.1	5.4	27.7	45.5	57.5	60.4	54.5	41.6	24.1	- 1.5	-	10.357.5
Peel River.....	-27.5	-23.3	- 7.4	7.7	28.8	51.0	67.7	53.8	36.3	13.9	-11.4	-	17.754.2
Herschell Island.....	-19.0	-14.0	- 8.0	2.0	20.0	35.0	43.0	40.0	30.0	11.0	- 6.0	-	15.039.0
Haileybury.....	6.4	9.0	12.1	38.3	51.3	61.5	66.2	62.3	54.4	42.5	28.1	-	11.563.3
Abitibi.....	1.4	2.6	14.2	32.4	46.6	58.1	64.1	60.3	51.8	40.4	24.2	-	7.160.8

TABLE II.—The average mean highest temperature.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Fort Macleod.....	31.4	29.8	38.5	56.6	64.4	70.9	80.2	78.0	65.6	57.1	39.0	36.9
Calgary.....	23.1	24.5	35.6	53.2	62.7	68.4	74.7	70.2	63.7	55.1	36.3	30.1
Edmonton.....	16.7	20.3	33.8	53.1	64.8	69.9	73.8	71.8	62.2	52.9	32.8	25.3
Medicine Hat.....	21.8	22.7	37.2	58.5	67.9	74.6	82.4	80.9	70.0	59.0	39.1	29.8
Prince Albert.....	7.5	10.1	25.6	50.2	63.3	70.5	74.5	72.3	61.4	49.3	26.9	15.7
Qu'Appelle.....	9.0	10.2	24.6	49.3	62.5	71.7	76.6	74.7	64.2	51.2	29.7	18.0
Winnipeg.....	6.8	10.2	26.2	50.6	65.0	74.4	77.8	75.4	65.9	51.5	30.1	16.4
Dunvegan.....	2.4	16.9	32.6	52.1	64.9	70.7	75.4	71.0	60.9	43.8	24.7	8.0
Chipewyan.....	- 3.5	4.9	15.1	39.4	53.8	64.6	71.0	68.1	53.0	40.1	17.9	10.3
Norway House.....	0.6	4.2	19.3	42.7	57.4	66.4	72.1	68.6	57.1	42.4	23.8	6.6
Fort Hope.....	4.0	6.9	20.4	43.2	56.2	67.3	73.3	70.3	58.3	44.7	26.2	8.5
Moose Factory.....	7.2	11.4	23.2	37.7	51.4	66.6	72.4	69.0	61.0	47.8	28.1	13.2
York Factory.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Churchill.....	-12.3	- 8.5	4.1	31.6	40.0	54.8	66.8	61.8	50.7	33.1	12.4	4.3
Hay River.....	- 8.1	- 0.1	15.1	38.4	52.7	63.0	73.5	69.7	56.5	39.7	14.6	1.5
Fort Simpson.....	-11.2	- 7.7	9.5	39.2	53.4	66.1	71.4	66.2	52.7	31.0	6.0	- 4.1
Fort Good Hope.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dawson City.....	-16.7	- 4.3	17.5	39.9	57.1	70.5	72.7	66.1	50.6	30.9	4.5	4.5
Peel River.....	-18.6	-13.9	4.1	19.4	37.4	60.8	68.0	64.0	44.1	20.8	- 4.4	-10.5
Herschell Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Haileybury.....	17.6	20.4	31.4	49.8	63.2	73.3	77.0	73.1	65.1	51.3	35.0	20.6
Abitibi.....	13.1	15.2	26.1	41.8	55.6	66.9	72.5	68.6	59.3	47.3	30.7	16.3

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TABLE III.—The average mean lowest temperature.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Fort Macleod.....	9.1	7.2	11.8	28.7	36.8	43.7	48.8	47.7	40.4	31.9	18.3	17.7
Calgary.....	1.6	2.4	12.2	26.8	35.5	42.2	46.5	44.8	36.7	28.6	14.8	10.6
Edmonton.....	-2.7	-0.6	10.9	29.1	38.2	44.3	48.6	46.5	37.8	30.1	15.2	7.9
Medicine Hat.....	0.9	2.7	14.0	31.2	41.2	48.0	53.9	51.8	41.7	32.3	17.2	10.9
Prince Albert.....	-15.7	-14.2	-0.9	24.0	35.4	44.4	49.1	45.6	36.5	26.9	8.2	-5.6
Qu'Appelle.....	-9.6	-8.7	4.6	27.0	37.9	46.8	51.4	48.7	39.6	30.0	12.5	1.0
Winnipeg.....	-14.5	-13.1	3.6	27.2	38.4	49.6	53.9	50.0	41.5	30.3	11.8	-5.6
Dunvegan.....	-22.0	-8.8	7.9	24.6	34.0	41.7	47.3	45.5	34.5	23.6	9.7	-10.7
Chipewyan.....	-20.4	-18.7	-5.0	17.6	35.1	43.3	51.9	48.2	37.3	27.3	4.2	-5.9
Norway House.....	-19.4	-17.9	-4.0	21.5	35.5	44.4	52.7	50.7	40.9	29.2	9.4	-10.7
Fort Hope.....	-17.2	-16.5	-4.9	18.7	32.2	41.4	49.4	47.9	38.4	28.3	12.2	-9.8
Moose Factory.....	-15.2	-13.7	-3.2	17.0	31.8	43.9	50.8	48.2	42.3	32.9	14.0	-6.5
York Factory.....												
Fort Churchill.....												
Hay River.....	-25.6	-21.7	-12.2	13.8	29.7	39.6	49.5	46.4	34.5	23.7	-0.2	-13.4
Fort Simpson.....	-27.3	-28.1	-16.0	17.1	32.5	44.9	49.1	45.4	34.4	18.6	-7.4	-18.4
Fort Good Hope.....												
Dawson City.....	-30.5	-20.0	-6.7	15.6	32.9	45.2	48.1	42.9	32.5	15.9	-7.4	-16.4
Peel River.....	-34.9	-32.6	-19.2	-6.9	20.1	40.7	48.0	42.2	28.3	7.7	-17.4	-24.9
Herschell Island.....												
Haileybury.....	-4.7	-2.3	7.2	26.9	39.5	49.7	55.3	51.5	43.8	33.6	21.2	2.4
Abitibi.....	-10.3	-10.0	2.2	23.0	37.6	49.3	55.7	52.0	44.4	33.5	17.8	-2.1

TABLE IV.—The absolutely highest temperature in each of the various months, on record at the Meteorological Office.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Fort Macleod.....	58	62	82	83	89	98	102	97	89	85	79	77
Calgary.....	59	59	75	78	90	94	95	95	89	85	70	60
Edmonton.....	57	62	72	84	90	94	94	90	86	82	74	56
Medicine Hat.....	62	64	75	94	94	107	108	103	93	93	78	68
Prince Albert.....	53	52	62	84	90	96	93	94	87	79	66	58
Qu'Appelle.....	44	50	65	84	92	100	100	100	91	85	73	49
Winnipeg.....	40	46	62	90	94	101	96	103	99	85	60	45
Dunvegan.....	48	52	76	75	94	87	93	90	78	70	59	46
Chipewyan.....	45	46	47	69	83	90	93	89	79	66	56	49
Norway House.....	39	36	50	75	91	89	88	90	80	75	57	38
Fort Hope.....	38	42	55	71	87	92	93	99	89	83	56	38
Moose Factory.....	40	42	57	72	88	93	97	87	91	81	62	38
York Factory.....	30	27	45	72	80	89	91	88	77	60	51	32
Fort Churchill.....	16	29	40	61	80	82	88	82	82	60	45	39
Hay River.....	47	48	58	74	85	95	96	90	89	72	51	39
Fort Simpson.....	32	34	54	62	84	82	87	82	78	60	41	45
Fort Good Hope.....	26	32	45	63	80	82	86	81	66	49	45	24
Dawson City.....	21	29	52	67	85	90	95	86	79	62	46	38
Peel River.....	37	35	46	52	74	85	89	82	73	46	35	45
Herschell Island.....	36	35	38	33	53	65	69	64	55	33	26	28
Haileybury.....	48	47	71	79	93	89	99	90	91	80	67	47
Abitibi.....	42	46	62	70	77	94	93	86	87	76	68	48

7 EDWARD VII., A. 1907

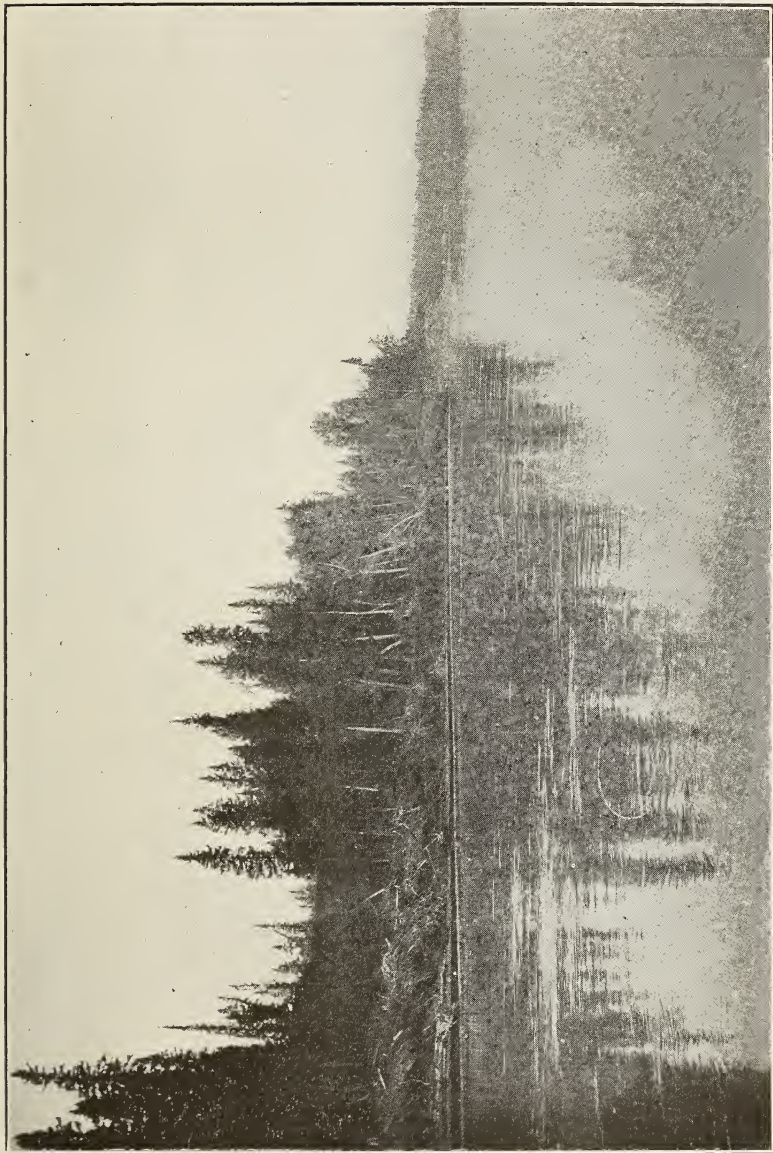
TABLE V.—The absolutely lowest temperature in each of the various months.

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Fort Macleod .....	-41	-49	-33	-10	5	30	37	29	20	-4	-38	-43
Calgary.....	-48	-49	-34	-14	12	26	31	28	15	-7	-31	-39
Edmonton.....	-57	-57	-40	-10	11	25	33	28	12	-10	-44	-45
Medicine Hat.....	-51	-51	-38	-16	12	31	36	32	17	-10	-36	-50
Prince Albert.....	-67	-70	-43	-23	13	26	33	22	14	-8	-35	-57
Qu'Appelle.....	-48	-55	-45	-24	10	25	36	27	10	-12	-30	-41
Winnipeg.....	-46	-47	-37	-13	14	21	36	30	17	-3	-33	-42
Dunvegan.....	-62	-55	-52	-27	12	17	31	23	20	-6	-28	-47
Chipewyan.....	-55	-56	-41	-22	-3	24	26	25	13	-2	-33	-48
Norway House.....	-63	-54	-47	-11	12	26	32	30	14	-2	-35	-42
Fort Hope.....	-54	-52	-47	-27	1	25	30	27	16	-4	-38	-47
Moose Factory.....	-45	-44	-45	-21	7	23	31	34	27	12	-20	-41
York Factory.....	-56	-60	-51	-21	0	23	30	28	6	-16	-40	-60
Fort Churchill.....	-57	-52	-52	-28	-10	.....	.....	.....	15	-17	-38	-45
Hay River.....	-62	-59	-48	-31	-10	25	35	26	4	-10	-38	-47
Fort Simpson.....	-62	-54	-50	-13	-9	27	31	24	11	-8	-41	-49
Fort Good Hope.....	-72	-67	-54	-31	-11	24	34	27	-1	-35	-52	-60
Dawson City.....	-68	-62	-54	-38	5	27	35	20	1	-10	-48	-50
Peel River.....	-68	-61	-56	-48	-10	26	32	25	5	-26	-50	-59
Herschell Island.....	-52	-51	-40	-29	-11	12	27	26	-8	-16	-32	-39
Haileybury.....	-40	-38	-34	1	17	28	36	30	24	14	-17	-34
Abitibi.....	-46	-44	-42	-9	9	28	37	34	27	12	-16	-45

TABLE VI.—Showing the total average annual precipitation (rain and melted snow).

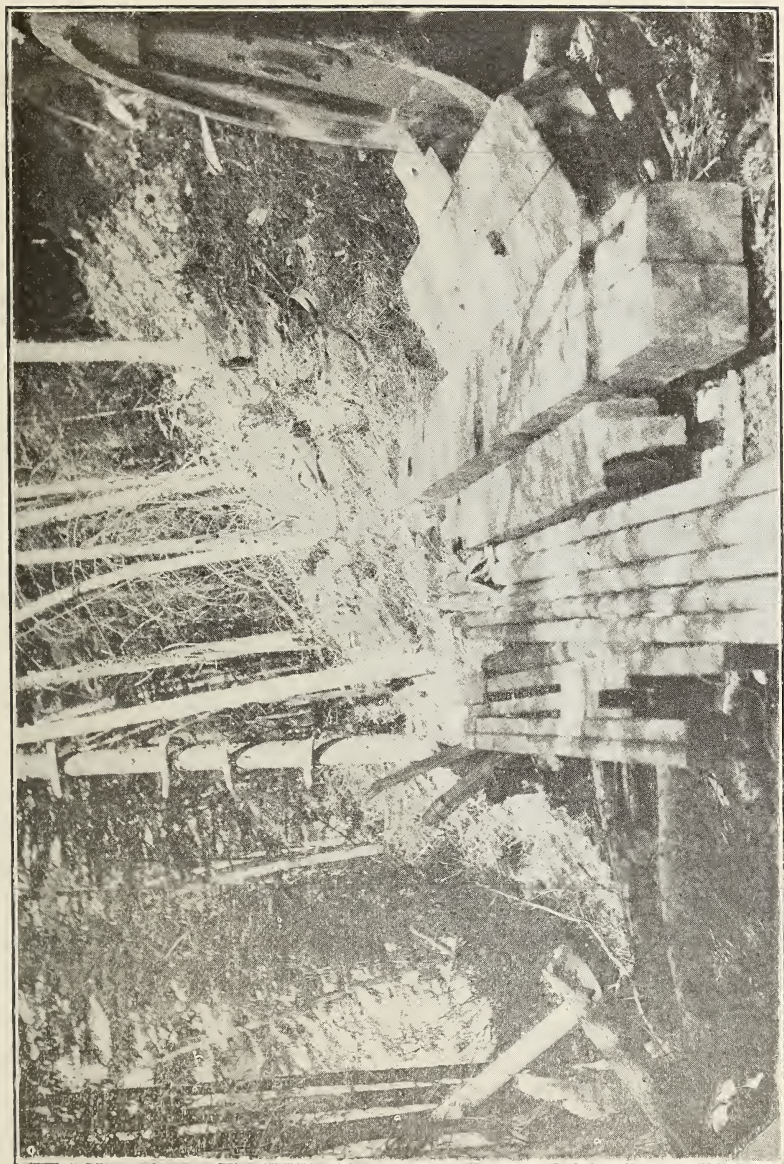
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Fort Macleod..	0.44	0.41	0.75	0.51	2.00	2.20	1.80	1.35	1.14	0.48	0.63	0.37	12.17
Calgary.....	0.47	0.62	0.76	0.63	2.24	2.96	2.88	2.59	1.32	0.49	0.78	0.62	17.36
Edmonton.....	0.65	0.73	0.68	0.88	1.88	2.83	3.47	2.04	1.48	0.66	0.61	0.73	16.64
Medicine Hat..	0.63	0.68	0.69	0.66	1.80	2.69	2.09	1.56	1.16	0.54	0.87	0.55	13.92
Prince Albert .	0.89	0.73	1.00	0.79	1.56	2.59	2.28	2.07	1.33	0.76	0.99	0.66	15.65
Qu'Appelle....	0.61	0.85	0.89	1.15	1.98	3.45	2.64	1.75	1.42	0.98	0.87	0.66	17.45
Winnipeg.....	0.83	0.93	1.07	1.55	2.31	3.43	3.03	2.55	2.11	1.61	1.06	0.92	21.40
Dunvegan.....	1.49	1.00	1.58	0.58	1.91	2.92	1.44	2.56	1.35	1.43	1.13	0.99	18.68
Chipewyan.....	0.86	0.55	0.66	0.64	0.72	1.57	2.53	1.84	1.47	0.75	0.87	0.74	13.20
Norway House..	0.78	0.70	1.01	0.84	1.24	2.40	3.33	2.42	2.27	0.77	1.10	0.88	17.66
Fort Hope.....	0.80	0.50	0.70	0.23	0.95	1.78	2.28	1.81	2.23	1.02	1.06	0.80	14.21
Moose Factory..	1.02	0.62	1.43	1.13	2.40	2.47	2.52	3.03	2.95	1.97	1.55	1.14	22.23
York Factory..	0.63	0.35	0.40	0.83	1.13	1.90	.....	.....	2.64	1.51	0.69	0.61	.....
Fort Churchill..	0.30	0.50	0.60	0.80	1.30	1.77	1.78	.....	.....	1.41	0.80	0.30	.....
Hay River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Simpson...	0.70	0.50	0.60	0.70	3.00	2.08	1.89	1.40	1.00	1.30	1.10	1.20	15.47
Fort Good Hope	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dawson City...	0.90	0.75	0.30	0.50	0.94	0.82	1.77	1.85	1.60	1.25	0.75	1.15	12.58
Red River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Herschell Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Haileybury.....	2.17	1.99	2.29	1.74	3.08	3.42	3.80	2.81	3.51	2.83	2.29	2.37	32.30
Abitibi.....	1.67	1.15	2.65	1.11	2.73	2.95	2.39	2.56	2.01	2.92	2.16	2.13	26.43





A summer scene on the Peace River.





Oil boring machine in place, beyond Fort McKay. Latitude 56° 3', longitude 111° 3'. Timber cut in locality, spruce, 18 feet by 18 inches.

See pages 27 and 28.





Gas Well on the Athabaska. Drilled by A. Von Hammerstein.  
See page 32.

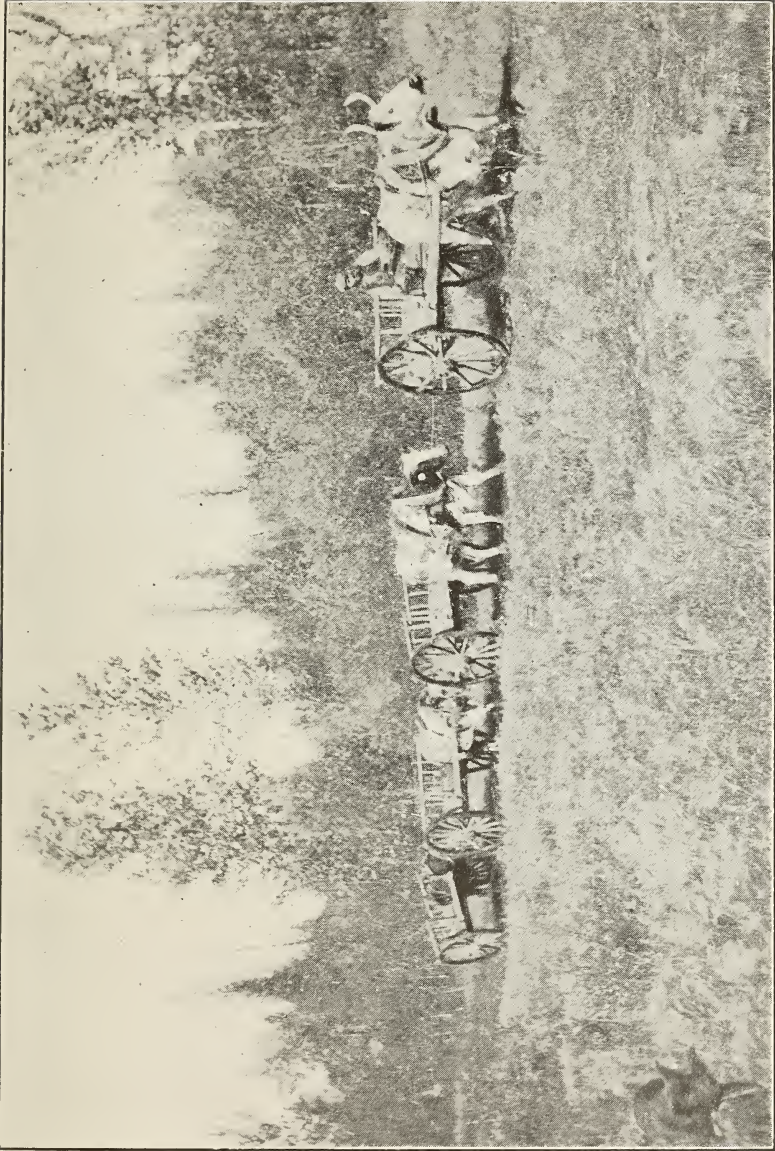




Along the Athabaska River.

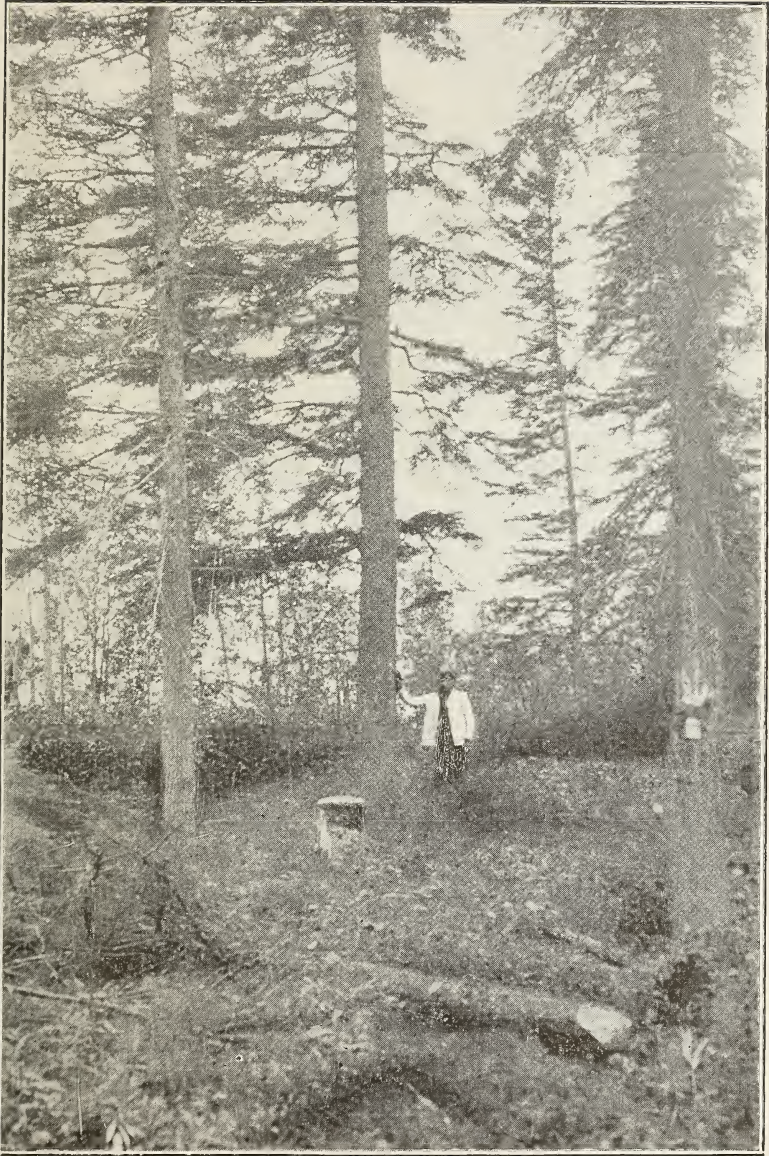






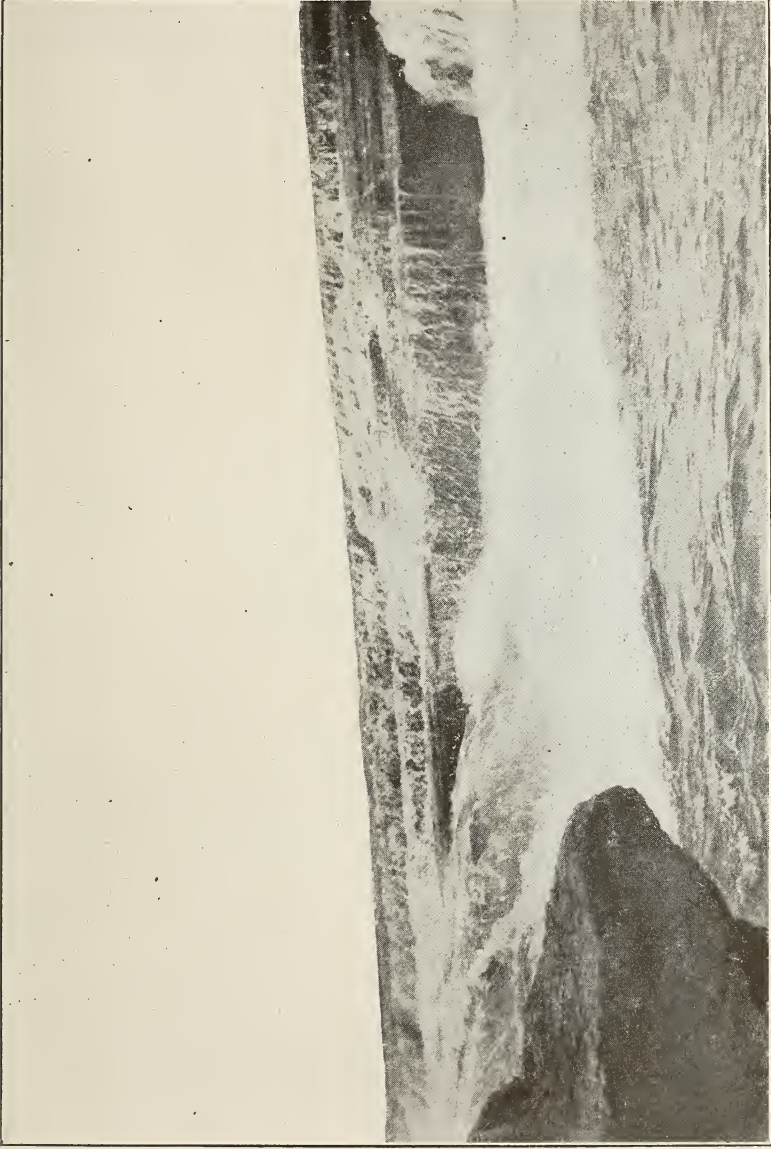
Red River carts in Northern Alberta, 300 miles north from Fort McMurray.





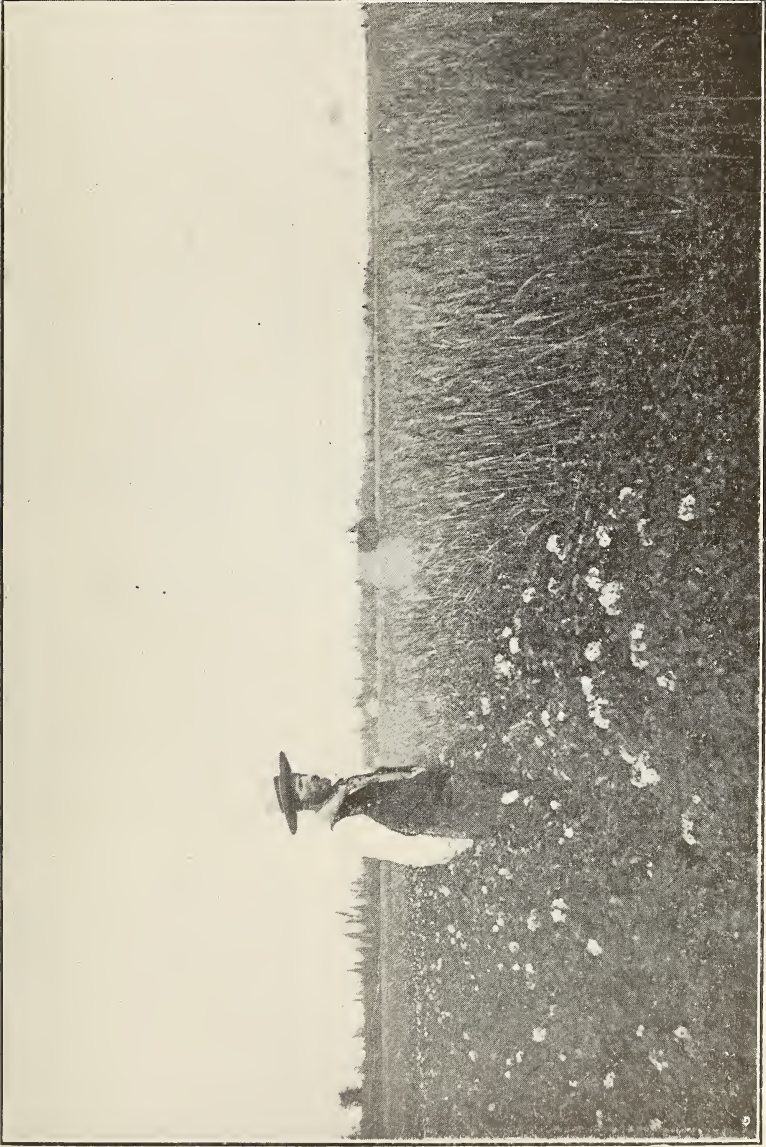
Spruce tree 75 feet high, 14 inches diameter, near junction of Peace and Slave Rivers.





The Chutes or Great Falls of Peace River, near Fort Vermilion.  
See pages 33, 66, 69, 98, 99, 100.





Farm of Robert Jones, 38° 3' north latitude, Fort Vermilion, Peace River.  
See pages 27, 37, 64, 68 91 to 97.







F. S. Lawrence's farm, Fort Vermilion, Peace River, 58° 3' north latitude, Alberta ;  
700 miles by trail from Edmonton.  
See pages 37, 64, 68, 91 to 97.



Sheridan Lawrence's farm, Fort Vermilion, Peace River, 58° 3' north latitude.  
See pages 37, 64, 68, 91 to 97.  
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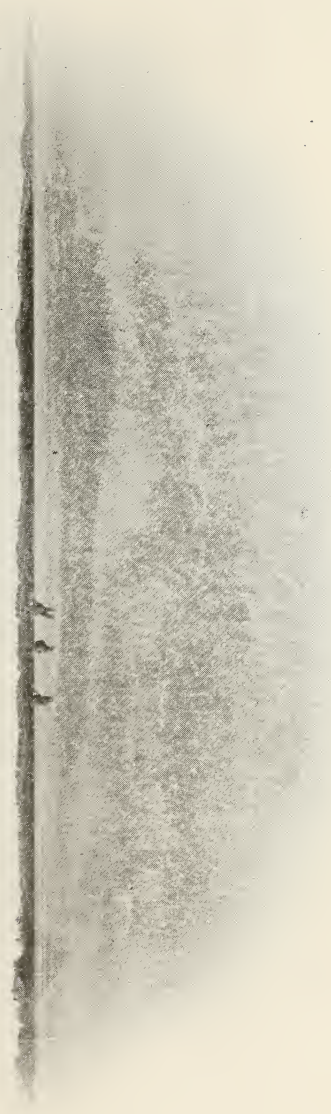




Poplars on the left side of the Athabaska River.

See pages 27, 28, 37, 38, 91 to 97.





A prairie on the Peace River.

See pages 87, 88, 91 to 97.





Potato digging on Great Slave Lake

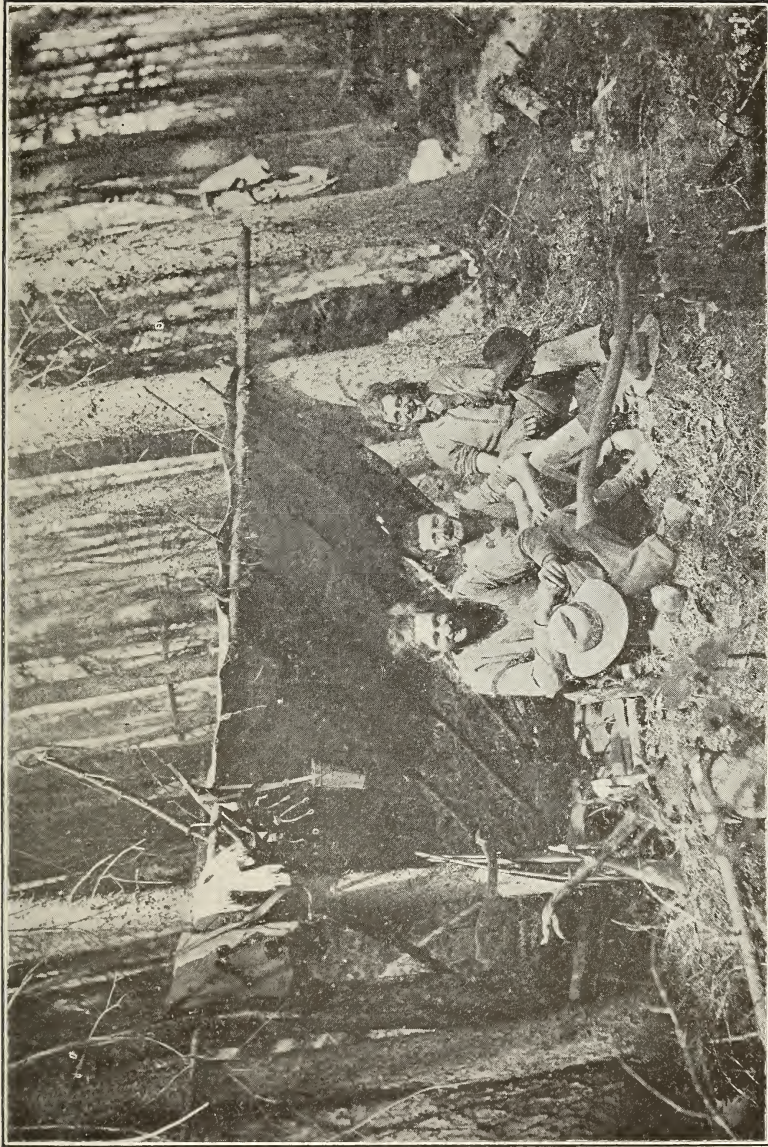
See page 85.



Potato "Patch" at Fort Good Hope, Mackenzie River. Fourteen miles from Arctic Circle, latitude 66°16', 970 miles North of Edmonton.  
See pages 45, 43, 86.



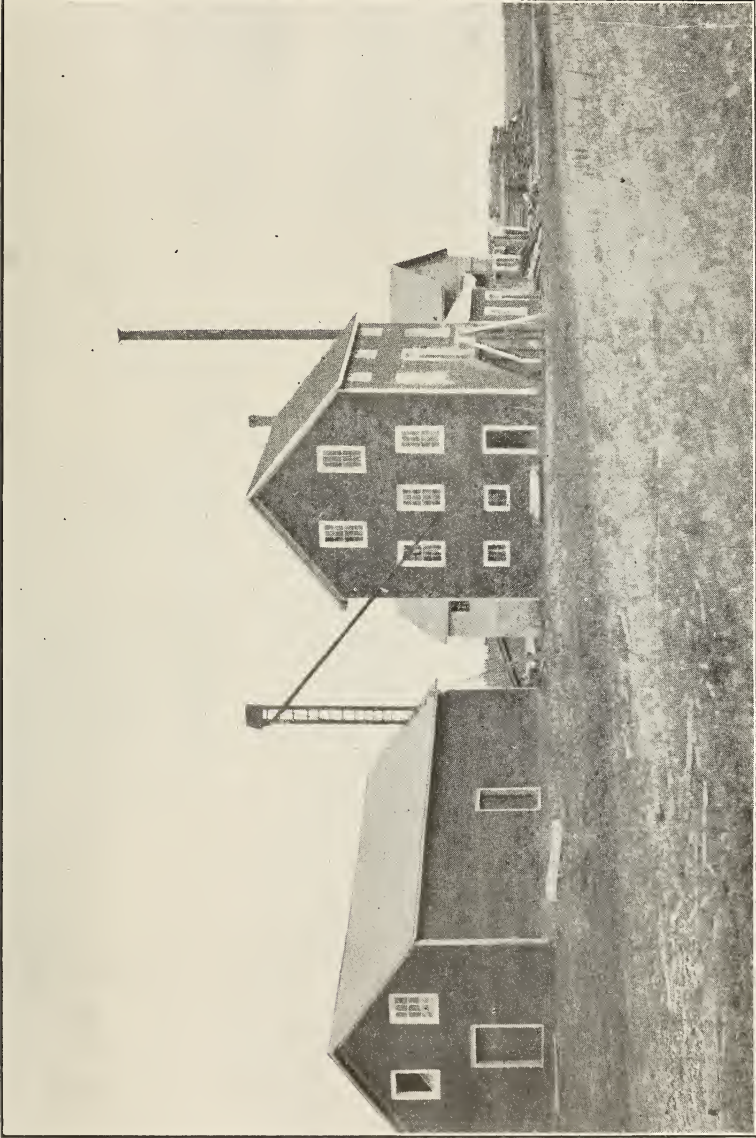




Timber on the Athabaska River, near McMurray, in the oil fields.

See pages 27, 28, 37, 38.





Flour mill at Vermilion, Peace River, Seven Hundred miles North of Edmonton.  
See pages 27, 43, 64, 68, 91 to 97.

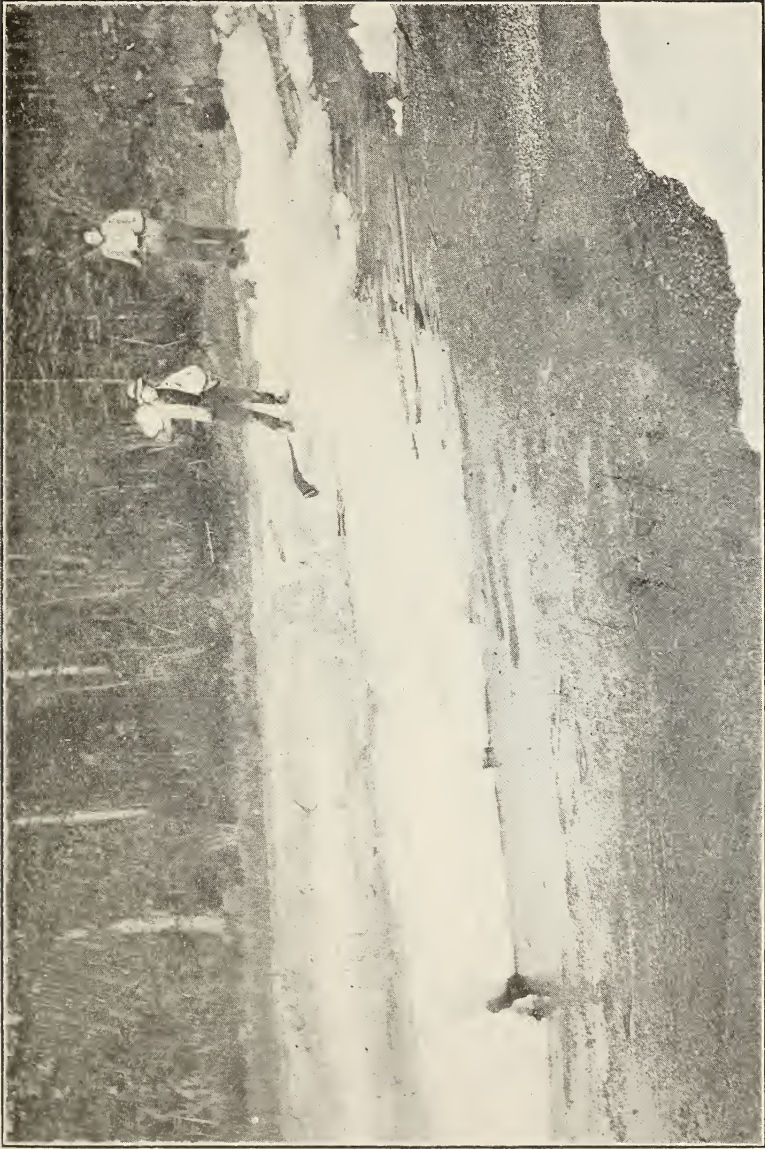




At Fort Providence on the Mackenzie River. Potatoes in foreground, wheat in rear. North of Great Slave Lake. Taken July 15, 1906.

See pages 36, 37, 44, 64, 65, 86.





Salt River, near Fort Smith.

See pages 29, 46.

