

council—will deal with the matter in a proper spirit, if they do not want to get, for instance, for themselves all the land, if they respect the rights of the Indians and approach them, as I said before, in a proper spirit, there will be no difficulty encountered at Ottawa in removing the Indians from the centre of the city of Victoria.

Hon. Mr. MACDONALD (B.C.)—The statement made by the hon. gentleman is very interesting and throws a great deal of light on the matter, but he must remember that I did not cast blame on this government in the smallest degree. I believe that any blame there is in the matter rests with the local government. One of the great reasons why the matter has not been settled is the demoralization of the local government during the last three or four years. The Turner government went out. Mr. Turner was a good business man, but after he went out Dunsmuir came in, and he had too many irons of his own in the fire, and then Mr. Prior came in, and then chaos. I think the local government is more to blame than the government at Ottawa. But the whole matter rests on this, if the government will absolutely surrender any right they have in the reserve; let the province do the rest—rehabilitate the Indians and give them a reserve. I think it can be done as I propose. It would be very difficult to form any scheme that would meet the approval of everybody, and if my hon. friend disagrees with some of my propositions, I cannot expect otherwise. But I think, with some provision on those lines, enforced with firmness and determination, providing appropriate land for the Indians, with houses and a little money in hand, the matter could be easily arranged. I am satisfied it could be done with the co-operation of the two governments.

QUEBEC HARBOUR COMMISSIONERS' ACT, 1899, AMENDMENT BILL.

SECOND READING.

Hon. Mr. TEMPLEMAN moved the second reading of Bill (37) An Act to amend the Quebec Harbour Commissioners' Act, 1899. He said: This is merely to extend the limits of the port at Quebec. The pilots for the district below Quebec anchor now at Bic Island. It is proposed by this Bill to extend the limits of the port seventeen miles further

Hon. Mr. TEMPLEMAN.

down the river at Father Point. Incoming ships have to stop at Father Point to take on and put off the mails, and they have then again to stop when they come within the jurisdiction of the port of Quebec to take on pilots, as the pilots cannot go down to Father Point, being beyond the jurisdiction of the port. It is a simple Bill.

The motion was agreed to, and the Bill was read the second time.

LONDON AND ST. CLAIR RIVER RAILWAY COMPANY BILL.

SECOND READING.

Hon. Mr. CASGRAIN (Windsor) moved the second reading of Bill (No. 32) An Act to incorporate the London and Saint Clair Railway Company.

He said: This Bill simply provides for the building of a railway from London, Ont., to a point on the St. Clair river. It is about sixty miles long and goes through the counties of Middlesex and Lambton.

The motion was agreed to, and the Bill was read the second time.

SECOND READINGS.

Bill (No. 31) An Act respecting the Canada and Michigan Bridge and Tunnel Company.—(Hon. Mr. Kerr, Toronto.)

Bill (No. 30) An Act respecting the Canada Southern Railway Company.—(Hon. Mr. Kerr, Toronto.)

Bill (No. 29) An Act respecting the Canada Southern Bridge Company.—(Hon. Mr. Kerr, Toronto.)

PRINTING OF NORTHWEST PROVINCIAL AUTONOMY BILLS.

Hon. Mr. BERNIER—I beg to call attention to the fact that the Bills respecting the creation of the new provinces have not been submitted to us yet, although the newspapers pretend to publish them. I request the hon. Secretary of State to have them distributed as soon as possible.

Hon. Mr. SCOTT—They are not printed yet. Only certain paragraphs have really been printed. It was late yesterday when many important paragraphs were finally settled, and therefore it was quite impossible to present it to-day. I hope that by to-morrow it will be printed.

Hon. Mr. LANDRY—I call the attention of the ministers to the fact that the members of this House should be served before the public. The Bill was printed in the public press and distributed to the public, and we have nothing of it yet.

Hon. Mr. SCOTT—I am not aware that it has gone to the public. I am not aware that it has been printed in the proper form. Certain paragraphs were finally agreed upon. Up to a day or two ago the gentlemen from the Northwest were discussing certain clauses of it.

Hon. Mr. LANDRY—It must be printed as it was presented to the House.

Hon. Mr. SCOTT—No, it was not. The observations of the premier were made on the motion for leave to introduce the Bill. The Bill really had not been printed. There was leave given to introduce the Bill.

Hon. Mr. LANDRY—I think the Bill was read the first time.

Hon. Mr. SCOTT—I am not aware of it.

Hon. Mr. LANDRY—The leave to introduce the Bill was given last week.

Hon. Mr. SCOTT—Well I have explained to the hon. gentleman. I have not seen a copy of it. I presume if it was printed I should know something about it.

Hon. Sir MACKENZIE BOWELL—From the explanation given by the hon. Secretary of State, the facts are probably that the Bill was discussed on the general principles, while the details were not yet decided. Is that the fact?

Hon. Mr. SCOTT—Yes. I think the Minister of Justice was engaged at it. He asked to be allowed to remain away from the House and his object was to try and complete it. I hope it will be ready in a day or two.

The Senate adjourned.

SENATE.

Ottawa, Friday, February 24, 1905.

The SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.

THE GOVERNMENT REPRESENTATIVE ON THE GRAND TRUNK PACIFIC RAILWAY BOARD.

Hon. Mr. LANDRY—Before the Orders of the Day are called I would like to direct the attention of the hon. leader of the Senate to this paragraph, which is found in the Montreal 'Herald' of yesterday:—

Hon. Mr. Parent Resigns.

From the Board of the Grand Trunk Pacific Railway.

Hon. S. N. Parent, premier of Quebec, who was last fall appointed as a representative of the Dominion government on the board of the Grand Trunk Pacific Railway Company has resigned that position. This step was due to his appointment to the chairmanship of the Construction Commission.

I should like to know from the hon. leader of this House if there is any truth in this statement.

Hon. Mr. SCOTT—I received an official letter from the Hon. Mr. Parent, I think about the 23rd, advising me that he had never accepted the office as a representative of the government of Canada on the Board of Directors of the Grand Trunk Pacific; that he had never accepted any salary, that he had never performed any duty, and that he did not recognize that he really was appointed. I answered him acknowledging the letter, and stating that I had sent the paper to Council. Council on that cancelled the appointment and that is all I know of it.

Hon. Mr. LANDRY—And the second part of the item.

Hon. Mr. SCOTT—I really know nothing of that.

Hon. Mr. LANDRY—The second part says that he has been appointed president of the Construction Commission.

Hon. Mr. SCOTT—I am not aware of that. I have not heard of it.

Hon. Mr. LANDRY—Could it be done without the hon. gentleman knowing it?

Hon. Mr. SCOTT—It might. I keep pretty well informed of what is going on; still it is possible. I never heard of it until my hon. friend read it.

Hon. Mr. BERNIER—How is it that Mr. Parent states to-day that he never accepted the position and never acted under his appointment? He came to Winnipeg in his official capacity and remained there in that capacity.