

way, and because the stock has been watered. Although I will not vote for the motion of the hon. member for Prince Edward, I cannot support the Bill as it stands, because I believe it is too complex and cumbersome, yet I think it should be discussed by the Railway Committee; and if it were amended so as to include some provision to regulate the tolls, it will be of great advantage to this country. I am not one of those who do not think that the Grand Trunk and other roads are doing benefit to the country; I am not one of those who declare that the municipalities are ruined and embarrassed by railways. There is not a single municipality that has railways passing through it, although it may have given thousands of dollars, that has not indirectly benefitted more than the amount of money voted for that purpose. How is it that every day you see bonuses given to railways passing through different townships and going to various towns? Because the people know they will greatly benefit thereby. I cannot vote for the six months' hoist, because I approve of some measure for the regulation of railways. There is no way by which we can exercise control over the railroads of the country. The clause in the General Railway Act respecting a 15 per cent. dividend is a perfect farce. When will the Grand Trunk pay 15 per cent? Great discrimination is made by railways in favor of different points, and more particularly by the railway which has conferred the greatest benefit on this country—the Grand Trunk. The company is discriminating against this country to such an extent as to prove detrimental to its interests. What is the reason that farms in Western Ontario can be purchased for a less sum than six or seven years ago?

Sir ALBERT J. SMITH. Because of the National Policy.

Mr. JONES. No; because that policy is benefitting the country, and the hon. gentleman in his heart knows it. Farms in western Ontario which five or six years ago sold for \$60 or \$70 per acre, could now be obtained for from \$10 to \$15 less. The reason was this: In Illinois, lands equally good, more easily worked, could be obtained for \$30, \$40, \$50 or say even \$60 per acre, and the farmers got freights through from Illinois to Portland cheaper, or, at all events, as cheap as the farmer in western Canada. That is the reason why people are selling their farms in Ontario and going to the North-West and western States—because they can obtain through freights and as good prices for their grain as in this country. I am very sorry to have to speak in this way, but I hope the Bill will go before the Railway Committee, because the more the subject is discussed the better. I do not wish to speak disparagingly of our railways, but they should not make discriminating freights against our own people. The present Bill is too complex and voluminous for this country. What we want here is a simple measure. We do not want half a dozen additional Judges at great expense, but an Act by which the Government could regulate railways if they thought fit in the interests of the country, not in a spirit of antagonism to those roads, for I should be very sorry to act harshly against them, but to equalize matters between the people and the railway companies so that the former may get something in return for the money they have put into the road. It is said that people in foreign countries have invested their money in our railways and lost immense sums. Granted; but they did it with their eyes open. We have put our money into the Grand Trunk and have placed our debt behind that of other parties; but I trust this country will never relinquish that debt, and always have some hold on this immense corporation, in order that it may be made to deal justly with this country. I will be happy to vote for the second reading of the Bill.

Mr. McLENNAN moved the adjournment of the debate.

Motion agreed to; and (at 11 o'clock, p.m.) the House adjourned.

Mr. JONES

HOUSE OF COMMONS.

FRIDAY, 11th February, 1881.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

REPORT.

Mr. O'CONNOR presented the annual report of the Secretary of State.

INSOLVENT RAILWAY COMPANIES.

The following Bill was introduced and read the first time:—

Bill (No. 56) to make provision for the winding up of Insolvent Railway Companies.—(Mr. Orton.)

REGULATIONS RESPECTING FISHING VESSELS.

Mr. POPE (Queen's). During the last Session of Parliament an Act was passed with respect to the navigation of Canadian waters, for the purpose of adopting the same regulations as were in force in England, the United States, France and other countries. For some reason or other an Order in Council was passed in England, suspending some provisions of those regulations. This fact was brought to the notice of the Dominion Government by a despatch dated 7th December last, and upon that we are acting. It merely suspends article 10 of that Act until 1st September next. That article applies to fishing vessels, and so far as we are concerned it scarcely applies, as the class of boats it is intended to exempt, namely, those employed in drift-net fishing, are scarcely used on our coasts. Sub-section c of article 10 says:

"A fishing vessel, when employed in drift-net fishing, shall carry on one of her masts two red lights in a vertical line, one over the other, not less than three feet apart."

The next sub-section applies to the trawlers; and I do not know that we have any. Possibly there might be some vessels so employed, and as those in charge of them might be under the impression that the regulations were the same here as in England, and difficulties might arise, and loss to boats and schooners, it is as well that the Act in force here should be precisely similar to that in force in England. The Bill is merely to suspend article 10 of the Act passed last year, and adopt article 9, which is almost similar, except the two sub-sections to which I have referred, which are not included in the first Act. I, therefore, move, that the Speaker do now leave the Chair, and the House go into Committee of the Whole to consider the following resolution:

"That in view of the suspension by Her Majesty in Council, of the article of the Imperial Regulations, respecting lights to be carried by fishing vessels until the 1st of September next, it is expedient to suspend until the same time, the corresponding provisions of the Act 43 Vict. Chap. 29, and for the meantime to revive the provisions of the former Act, 31 Vict., Chap. 58, on the same subject."

Mr. BLAKE. When the Bill which the hon. gentleman proposes to amend was before the House last Session I think his attention was called by the hon. member for Shelburne (Mr. Robertson) to this very point, and he suggested that some such amendment as the present should be made. I suggested at the time that it would be well to amend the Bill as regards fishing vessels so as to give the Governor in Council power to suspend the operation of the law from time to time and to bring it into force when necessary. The Minister stated that he would endeavor to have the amendment made in the Senate, but as that was not done I presume the present amendment is intended to carry out the arrangement. I would suggest to the hon. gentleman, however, that he should take a general