

vation was soon verified by her striking heavily on the bar, south of the west light, on Long Point. As soon as it was seen she had struck, preparations were made to man the lifeboat and start to the rescue of the crew. About 9 o'clock she started with the following crew: Wm. Woodward, captain, John Woodward, R. Gifford, A. Nisely, C. Glover, W. Glover and F. Pelton. The *Hanlan* followed with the crew who had rescued the men off the *Vanderbilt* a couple of weeks ago. On arriving at the beach it was found too rough to attempt to reach the stranded vessel."

This was early in the morning of a certain day; and because the service was not provided with proper material to give the crew sufficient energy and courage to attempt to get to that vessel, these poor people had to remain there for twenty hours, till the next morning.

"Early on Wednesday morning Mr. Woodward, captain of the lifeboat, offered to give place to any one who was more competent than himself, and allow such to select his own crew. Mr. Crooker was selected, who took with him the captain, pulling stroke, Thos. Gordon, bow, Jas. Hill, John Baker, W. Glover and C. Glover. Five out of the seven selected were men who assisted in the former rescue. They manned the boat and started for the wreck, which they reached, and, as before, succeeded in saving every one on board, and brought them safe to shore, where they were well cared for by the light-keeper and his wife. The captain, first mate and a couple of the crew arrived at this place at 12 o'clock, the remainder of the crew remaining at the Point. The following is the captain's statement:—

"She is named the *Siberia*, of Kingston, from Toledo to Kingston, loaded with square timber, and owned by Calvin & Son, of Garden Island. There were eight of a crew and a woman, cook, two horses, one of which was drowned. She lost her topsail, four other sails and three jibs. The vessel became waterlogged about 41 miles above Long Point.

"Again has the metal of our brave boys been tried, and again they have proven themselves heroes. All honor to them.

"The captain desires to thank them, on behalf of himself and crew."

This was not the only occasion that this crew had to risk their lives without proper implements to protect themselves. They had to take their lives in their hands, and go to the rescue of these unfortunates without anything to protect themselves against accidents. In 1884 another accident occurred there. I read from the Port Dover *Maple Leaf* of 31st October, 1884, one year later. This is from the Port Rowan *News* published in that paper:

"The lifeboat stationed at this place was the means of saving a lot of sailors from being drowned last week. The *Fortune*, a steam barge from Buffalo, was wrecked off Port Royal on the evening of 23rd October. On Friday morning, she was seen from Port Rowan, and the following crew nobly volunteered to rescue the sailors at the risk of their own lives:—J. C. McCall, R. Crooker, J. Hill, W. Smith, D. Benedict, J. Baker, W. Glover and A. Becker. They reached the barge after a hard struggle, and the whole crew of nine men and a woman were safely brought back to the village. While giving the boys all the credit they deserve for their skill and bravery, we think they were a little slow in getting started. Two hours does not seem long in a warm house, eating a hearty breakfast, but it must have seemed an age to men out on the cabin of a vessel for ten or twelve hours, exposed to the wind, with the water splashing over them and expecting every moment to be cast into the lake. Suppose the boat had gone to pieces while the lifeboat was being made ready, and some of the crew drowned, would not some one have been guilty of a crime? Just here let us note a remarkable fact."

It being Six o'clock, the Speaker left the Chair.

### After Recess.

#### IN COMMITTEE—THIRD READINGS.

Bill (No. 52) to reduce the capital stock of the Union Bank of Halifax.—(Mr. Stairs.)

Bill (No. 55) to amend the several Acts relating to the Board of Trade of the city of Toronto.—(Mr. Small.)

Bill (No. 41) to reduce the capital stock of the Union Bank of Lower Canada and to change the corporate name thereof to the "Union Bank of Canada."—(Mr. Bossé.)

#### SECOND READINGS.

Bill (No. 86) to incorporate the "North American Telegraph Company."—(Mr. Taylor.)

Bill (No. 87) to incorporate the Columbia Valley Railway Company.—(Mr. Tupper.)

Mr. JACKSON.

Bill (No. 89) to incorporate the Kootenay Railway Company of British Columbia.—(Mr. Small.)

Bill (No. 91) to incorporate the Yarmouth Steamship Company (Limited).—(Mr. Kinney.)

Bill (No. 97) An Act respecting the London and Ontario Investment Company (Limited) (from the Senate).—(Mr. Beatty.)

Bill (No. 98) to consolidate the borrowing powers of the Canada Permanent Loan and Savings Company, and to authorise the said company to issue debenture stock (from the Senate).—(Mr. Small.)

#### CANADIAN PACIFIC RAILWAY BONDS.

Mr. GAULT. I desire to call the attention of the Government to a notice that appears in the *Free Press* this evening, saying that the Canadian Pacific Railway Company have received applications for over \$60,000,000 of their bonds, and that \$20,000,000 have been accepted, and that too at a premium. I should like to know if the Government have any information on the subject, as this is one of the most important matters that has been before the country for a long time.

Sir HECTOR LANGEVIN. I should be very happy to answer that question in the affirmative, but I am not in a position to do so. We have no official information in regard to the matter.

#### PROTECTION OF WOMEN AND GIRLS.

House resolved itself into Committee on Bill (No. 20) to punish seduction and like offences, and to make further provision for the protection of women and girls.—(Mr. Charlton.)

(In the Committee.)

Mr. CAMERON (Huron.) I desire to draw the attention of the Minister of Justice to the second clause of this Bill. The hon. gentleman will observe it provides that any person who has carnal connection with a female under promise of marriage shall be guilty of misdemeanor. If there was no other punishment and no other remedy against the offender I should have no objection to it, although I think it might be open to objection. But the hon. gentleman will observe that under this clause an accused person is liable to three different punishments. First, he is liable to be punished under this clause and to be imprisoned for a period of two years. Under the local law he is liable to an action for breach of promise of marriage, and he is liable to another action for the result of the carnal connection. So that in reality a man is being punished three times for the same offence. That is contrary to the policy of the law and ought not to be. If we had control over civil actions we could very easily provide for that by inserting a clause in the Bill that, in case of any prosecution under this Bill, the right to bring a civil action should cease and be at an end. But we have no power over that here, I apprehend, as it is a matter of civil rights which belong to the Local Legislature. As the Bill stands it leaves a man liable to pay three times over for one offence, which appears contrary to the rule of law and should not prevail.

Mr. CHARLTON. I believe it is a recognised principle of the law that a person cannot be tried twice for the same offence, so that I doubt if any provision would be necessary to prevent a second trial for the same offence. However, in the 10th clause an amendment is proposed after the word "prosecution," which I think will meet the difficulty. It is proposed to add the words "provided always that proceedings under this Statute shall be a bar to all other remedies."