

and the same occupation, has never been reduced, but has gone on increasing, although the price of gas has been diminished.

The clause was adopted.

HON. MR. SULLIVAN, from the committee, reported the Bill with amendments, which were concurred in.

### HEREFORD RAILWAY COMPANY AND MAINE CENTRAL RAILWAY CO.'S BILL.

#### FIRST AND SECOND READINGS.

A Message was received from the House of Commons with Bill (147) "An Act respecting the Hereford Railway Company and the Maine Central Railway Company."

The Bill was read the first time.

HON. MR. COCHRANE moved that the Rules of the House be suspended to permit the second reading of the Bill presently.

HON. MR. POWER—We should have some explanation of the reasons for suspending the rules in this instance.

HON. MR. DICKEY—The original Act of incorporation gave power to this company to make leases with other lines, and three years ago arrangements were made with the Boston and Montreal Company and the Atlantic and North-West Company. At that time the Maine Central Railway was not within hailing distance—was not in a position that they supposed they would ever have any connection with it. It seems now, from the advance made with the Maine Central line, that they will require power to connect with the Maine Central for the purpose of getting traffic and making money out of their undertaking. The matter is somewhat urgent, because it has to be done promptly. That applies to the first clause of the Bill. The second clause arises from the fact that they have been in negotiations and are about preparing leases—in fact, have agreed upon the terms of these leases, and all they want is the legislative power to make them. The reason why the second clause is necessary is that they are now being made. This second clause validates the leases made before the Act passes, provided two-thirds of the shareholders consent, and provided it receives the sanction of the Governor in Council.

HON. MR. KAULBACH—Then, these circumstances have occurred lately, I suppose?

HON. MR. DICKEY—I mentioned that it has only recently occurred, and that is the reason why they have so lately given the notices.

HON. MR. POWER—I do not understand what has only recently occurred. The Maine Central Railway has been a long time built.

HON. MR. DICKEY—When this charter was granted three years ago it was never contemplated that they would be within hailing distance of the Maine Central, but they asked the power, and got it, to connect with other lines. Latterly, in consequence of the extension of the Maine Central, they have come within striking distance, and they have entered into arrangements quite recently. If ever there was a case for a suspension of the rules, this is one. That was the view taken by the leader of the Opposition and the leader of the Government in the other House.

The motion was agreed to, and the Bill was read the second time, under a suspension of the Rules.

### SEAMEN'S ACT AMENDMENT BILL.

#### SECOND READING.

HON. MR. ABBOTT moved the second reading of Bill (135) "An Act to amend 'The Seamen's Act,' cap. 74 of the Revised Statutes." He said: Section 118 of the Act respecting the shipping of seamen provides for the punishment of seamen and others connected with them, for offences which are described in the Act, and also that there shall be no appeal from any conviction made for an offence under the Act, and that no conviction shall be quashed for want of form or removed by writ of *certiorari*. That provision is very stringent indeed, inasmuch as no matter what injustice may be done the defendant has no relief whatever, and it has been a subject of complaint in a good many quarters. A Bill has been passed in the House of Commons striking out these words—"or be removed by *certiorari* or otherwise into any of Her Majesty's Superior Courts of record," in order that if there has been an improper conviction the defendant shall have some remedy. Notwithstand-