

ward prominently as a measure to be dealt with during the present Session.

Motion agreed to, and Bill read the first time.

CARRIERS BY LAND.

Mr. McCARTHY moved for leave to introduce Bill (No. 7) respecting Carriers by Land. He said: The Bill which I have the honor to introduce is not exactly the same as the Bill on the same subject which I had the honor of introducing last Session, and which received upon a vote the assent of the majority of the House. This Bill is, however, substantially in the same direction, and it is founded upon the two statutes regulating the Carriers law of England: one passed in 1830 and known as the Carriers Act, and the other passed in 1854, and having special relation to railway companies. The great features of this Bill are: First, to declare that no carriers by notice shall limit his liability as a carrier in any way or form. But he might, by a contract signed by the person sending the goods, limit his liability, provided that that contract having been so signed, is afterwards, in case of difficulty arising, found to be just and reasonable by any court or judge before whom the question may come, so far as to the liabilities of carriers. Then, in the other direction, it limits the responsibility of carriers to certain definite amounts for the animals or goods they may carry, unless a value greater than these amounts be stated at the time the goods are forwarded, and some additional compensation be paid to the carrier for transporting the goods—in point of fact, insuring the goods while they are in transit. These are the main features, and I trust the Bill may become law, as at present there appears to be no limitation on the powers of carriers—and, of course, the great railway companies are the chief carriers of the country—whereby they can be prevented putting before persons compelled to send goods over their lines such conditions as render the company wholly irresponsible, no matter whether the damage may happen by their default or neglect or not.

Motion agreed to, and Bill read the first time.

CONSOLIDATED RAILWAY ACT AMENDMENT.

Mr. McCARTHY moved for leave to introduce Bill (No. 8) to amend the Consolidated Railway Act of 1879. He said: This is a short Bill, but I believe and hope that it is one which will receive the unanimous consent of this House. Since 1868, strange to say, in our railway legislation we have made no provision at all for the protection of people whose property is injuriously affected by the works of a railway company. There is provision made, though not in very express language, for compensation for lands taken, but there is no provision in the case of lands injuriously affected. How that omission occurred in 1868, I do not know. The provision was in the Consolidated Statutes of Old Canada; it is now the law of the land in the Province of Ontario, but it has been omitted, not only in 1868 but again in 1879, when the law here was re-consolidated. I propose just to add two clauses which are to be found in the Consolidated Act of Canada, Chapter 66, Sections 4 and 5, by which companies are made responsible and bound to pay fit compensation, not merely for lands taken but for those which are injuriously affected by the construction of their works.

Motion agreed to, and Bill read the first time.

MEMBERS' INDEMNITY ACT AMENDMENT.

Mr. FARROW moved for leave to introduce to Bill to amend the Members' Indemnity Act. He said: I think most hon. members are acquainted with this short
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Bill. It was introduced last Session, but though the Session lasted a long time we had not time to get this Bill through. I hope this Session will not be so long, and yet that we may have time to pass this measure. It is a very plain and short Bill. It provides that when a member is sick, outside of Ottawa, he shall receive his pay as if he were in Ottawa. It appears to me that the old law favors some members more than others. It favors the member living in Ottawa, abiding at home, where he may be nursed and attended to, and it favors the Cabinet Ministers, who receive large salaries and who ought to be here. But I think from what I have heard and from what I know of the opinion of members on both sides of this House, that they agree that if a member is taken sick here, and desires to return to his home to be doctored and nursed, and where he would have a better chance of recovering, he shall receive the same pay as if he remained in Ottawa.

Mr. BLAKE. I would point out that as this Bill proposes to increase the public charge, it is not in order to introduce it in this way.

Mr. SPEAKER. This is a Bill which, from the reading of it, shows that its purpose is to increase the charges upon the public treasury, and it must therefore originate by committee, with the consent of the Crown. I hope the hon. gentleman will withdraw the Bill and have it introduced by resolution, as that is the better way.

Motion withdrawn.

REVISED STATUTES OF CANADA.

Mr. THOMPSON (Antigonish) moved for leave to introduce Bill (No. 9) in reference to the Revised Statutes of Canada. He said: This Bill has for its object the bringing into effect of the Revised Statutes of Canada, which I laid upon the Table this afternoon. After the attention which the subject has received in both Houses last Session, I take it that the present Bill will be, in its progress through its chief stages, regarded as of a merely formal character; but at the same time it may be convenient for the House that I should make briefly such explanations as seem to be in point at this stage, rather than at the second reading of the Bill, in view of its probable formal disposition at that stage. The House is probably aware that in 1831, the Hon. Mr. Cockburn was appointed a commissioner for the purpose of initiating this work, and that under the commission he proceeded with the preliminary work of the revision, assisted by Mr. Ferguson, who is one of the present commissioners. In the Session of 1883, the preliminary work of the commission having advanced a considerable stage, a new commission was organised, consisting of Sir Alexander Campbell, Hon. Mr. Cockburn, Mr. Ouimet, Mr. Graham, Mr. Ferguson, and Dr. Wilson. Mr. Cockburn was afterwards succeeded by Mr. O'Connor, who served on the commission until his elevation to the bench of the High Court of Justice of Ontario. These gentlemen have proceeded with their work with the utmost diligence since that time, and the result of their labors was the volumes which were laid on the Table of Parliament last Session, and which received the careful scrutiny of a large committee of both Houses of Parliament. I think that the opinion of that committee, in so far as I have been able to ascertain it, was that the work was not only carefully done, but performed in such a way as to speak very highly for the patience and the ability which the revisers had displayed in preparing their consolidation. Since the prorogation of Parliament, however, additional instructions were given to some of the gentlemen who were on the former Commission. One or two names were substituted for those of gentlemen who were at a distance and could not perform the new duties at the city of Ottawa, and instructions were given to those gentlemen to further revise the consolidation