

proportions than had probably at first been anticipated. The question of jurisdiction which had been raised, was so important that he would like to have the whole matter postponed until Monday, in order that we might have time to consider it as its importance deserved. He would therefore ask the Hon. Minister of Agriculture not now to press his question of order.

HON. MR. LETELLIER DE ST. JUST consented to postpone the decision of the point of order he had raised, and the debate was then adjourned until Monday.

QUEBEC GRAVING DOCK.

The House went into Committee of the Whole on the Quebec Graving Dock Bill.—Hon. Mr. Chapais in the chair.

The Committee, after a short time, rose and reported the same with amendments, which were concurred in.

SEAMAN'S ACT.

HON. MR. SCOTT moved the second reading of the bill extending the Seaman's Act of 1873. He explained that great inconvenience had arisen between the masters and sailors of vessels on the inland waters of this country in consequence of desertions, and in many cases when vessels called at American ports the crews had left the vessels, and great anxiety and loss were the consequence. This bill provided that when a master hired a crew an agreement must be entered into with them, which must be registered in the ship itself. No extra expense attended this measure.

The bill was read a second time.

APPROPRIATION OF LANDS BY RAILWAYS.

The House went into Committee of the Whole.—Hon. Mr. McClelan in the chair.

HON. MR. BUREAU said this was a very short bill, and proposed to repeal section twenty-eight of the Railway Act of 1868. That section provided that when a railway company wished to take possession of lands for the construction of a railway they had to apply to a judge, and on giving security for twice the value of the land, the judge gave permission to the company to enter into possession of the land. But the experience of the last year or two had proved that this system of giving securities was contrary to the interests of the owners of the land. At the end

of four weeks the companies were bound to pay the amount of the expropriation, but in many cases the companies would not pay this amount, and there were some railways in the Province of Quebec which had obtained possession of the lands from the judge, and though a long time had elapsed, had not yet paid for them, and probably the proprietors in many cases would lose their lands altogether. For time to come, he proposed to repeal the 28th section, granting that power to judges, and to place it in the hands of juries; and after the railway company had come in possession of the lands, if they did not pay for them after a certain time, they would be treated for contempt of court.

HON. MR. DICKEY expressed his opinion that this bill was brought in to meet an exceptional case. He quoted from the Railway Act of 1868, which enabled companies to get possession of land by going through certain processes. He had heard no complaint about the Act anywhere else, and he did not see why his hon. friend wished to have that part of it repealed. He hoped the bill would be rejected.

HON. MR. PENNY thought the legislation proposed in this bill was needed. He knew of a line of railway 100 miles in length, the land for which the company had not yet paid a cent for. His hon. friend (Mr. Bureau) had nothing to do with the object of the bill except so far as the public was concerned.

After some further conversation, Hon. Mr. Bureau consented to strike out the two sub-sections to which objection had been taken.

The bill was then reported with the amendments which were concurred in.

PRINTING.

HON. MR. SIMPSON moved, seconded by HON. MR. AIKINS, the adoption of the twelfth report of the Joint Committee on Printing.

THE INSOLVENCY BILL.

The House then went into Committee of the Whole on the Insolvency Bill.—Hon. Mr. Bellerose in the chair.

Several suggestions of amendments were made, which Hon. Mr. Scott promised to lay before the Government.

The House adjourned at thirty-five minutes past eleven o'clock, P.M.