

have two systems for carrying live stock—one under which they take the ordinary risk and charge ordinary rates; the other under which they carry at a very much lower rate and the shipper takes all the risk. If this clause were amended, the company might be deprived of this right to make special contracts.

Mr. WELDON. We ought not to deprive the company of this right to make a special contract altogether. In the next section we find that the Court has power to declare what is just and reasonable, and if the party were forced into a special contract that was unjust or unreasonable, the Court would not sustain it.

Mr. McCALLUM. In many parts of this country the companies will refuse to carry cattle unless the shipper signs a clean bill of lading, so that he has no recourse.

Mr. PATTERSON (Essex). This clause 11 does not provide any protection.

Mr. McCARTHY. The twelfth clause gives protection.

Mr. PATTERSON. Many parties sign the bills of lading as they sign insurance policies, without reading all the clauses. In the bill of lading I hold in my hand there are 21 clauses, and the seventeenth clause has three sub-sections, one of which throws all responsibility for damages and accident, loading or unloading, and during carriage on the shipper, even though these accidents may be caused by the negligence or default of the company's servant, and the shipper must sign this bill of lading or the company will not take his stock. There should be some remedy. It would not be reasonable to prevent companies making special contracts, but they should be compelled to have their bills of lading printed in such a way as to direct attention to all the clauses.

Mr. McCARTHY. The eleventh section is simply intended to provide that no special contract shall have any effect, or be binding unless the shipper signs it. The next section establishes that even if he does sign it, and it is not just or reasonable, it is not binding. This is taken from the Act enforced in England since 1854 and which seems to have worked well there, and would not affect the case mentioned by the hon. member for West Durham, because the conditions in it would be just and reasonable.

Mr. ORTON. We all know that railways almost force shippers to sign certain bills of lading if they wish to have their goods carried. My hon. friend from North Middlesex desires simply to do away with special rates. We have always looked upon the hon. member for Simeoe as the champion against any discrimination in rates and I regret he opposes this clause.

On the thirteenth clause,

Mr. McCARTHY moved to add the words "or as to tolls." Bill reported.

PROMISSORY NOTES AND BILLS OF EXCHANGE.

Mr. WELDON moved the second reading of Bill (No. 78) to amend the Act passed in the fifth year of the reign of her present Majesty, intituled: "An Act to repeal the duty on promissory notes and bills of exchange," and to declare the law relating to stamps on promissory notes and bills of exchange.

Bill read the second time; and referred to a Select Committee composed of Messrs. McCarthy, Girouard (Jacques Cartier), Jamieson, Weldon and Wells.

Sir JOHN A. MACDONALD moved the adjournment of the House.

Motion agreed to; and (at 10:10 o'clock p.m.) the House adjourned.

HOUSE OF COMMONS,

THURSDAY, 29th March, 1883.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

BILLS INTRODUCED.

The following Bills were severally introduced, and read the first time:—

Bill (No. 96) respecting booms and other works constructed in navigable waters, whether under the authority of Provincial Acts, or otherwise. (From the Senate).—(Sir Hector Langevin.)

Bill (No. 98) for the better prevention of fraud in connection with the sale of Patent Rights.—(Mr. Mulock.)

RED POINT (P.E.I.) BREAKWATER.

Mr. McINTYRE enquired, Whether it is the intention of the Government to construct a breakwater at Red Point, Lot 46, King's County, Prince Edward Island, next summer, or at any future time?

Sir HECTOR LANGEVIN. Mr. Speaker, in answer to the hon. gentleman, I may say that the Department has not the information necessary to direct the building of a breakwater at this place.

SELKIRK PORT OF ENTRY.

Mr. ROSS (Lisgar) enquired, Whether it is the intention of the Government to make Selkirk a port of entry?

Mr. BOWELL. It is not the intention of the Government, at present, to establish Selkirk as a port of entry for Customs purposes.

COTTON WOOD CANON, B. C.

Mr. REID enquired, Is it the intention of the Government to improve the navigation of Cotton Wood Canon on the Upper Fraser River, British Columbia, and if so, when?

Sir HECTOR LANGEVIN. This matter, Mr. Speaker, is still under the consideration of the Government.

ST. JEAN PORT JOLI PIER.

Mr. CASGRAIN enquired, Is it the intention of the Government to ask for a revote, the same as last year, for the addition to the Pier of St. Jean Port Joli, county of L'Islet?

Sir HECTOR LANGEVIN. Mr. Speaker, the intention is not to drop this vote, but to go on with the work.

PUNISHMENT OF SEDUCTION, ADULTERY, &c.

Mr. CHARLTON moved the consideration and third reading of Bill (No. 13) to provide for the punishment of adultery, seduction and like offences, as amended in Committee of the Whole.

Bill considered, read the third time, title amended, and passed.

CRIMINAL LAW AMENDMENTS.

Mr. CAMERON (Huron), in moving that the House resolve itself into Committee on Bill (No. 6) to provide that persons charged with misdemeanor shall be competent as witnesses; with which are consolidated Bill (No. 2) to amend an Act respecting procedure in criminal cases, and other matters relating to Criminal Law; Bill (No. 4) to