

OFFENCES AGAINST PUBLIC MORALS BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (21), "An Act to amend the Act respecting Offences against Public Morals and Public Convenience."

HON. MR. HAYTHORNE, from the Committee, reported the Bill without amendment.

The Bill was then read a third time and passed.

GOVERNMENT RAILWAYS ACT AMENDMENT BILL.

REPORTED FROM COMMITTEE.

HON. MR. ABBOTT moved that the House resolve itself into a Committee of the Whole on Bill (6) "An Act to amend the Government Railways Act."

HON. MR. POWER—I would ask the Leader of the Government if he does not think the same argument applies to this Bill which applies to Bill 47, dealing with the same subject matter which he has asked to have postponed until Thursday. Those two Bills really enact the same thing, only one Bill deals with Government railways, and the other deals with company railways. I do not see why those two enactments should be separated. It would be in every way more convenient to have those statutes found in the same chapter of the Acts of this year. The only railway to which this Bill applies, as I understand it, is the Intercolonial Railway, and the other Bill, No. 47, applies to all other railways in Canada which come under the jurisdiction of this Parliament. It seems to me it would be much more convenient to have the two enactments consolidated in the same Bill.

HON. MR. ABBOTT—It is quite true that on the face of those two Bills the subject matter is the same; but the reason for asking to postpone the consideration of the other Bill was that in-

formal intimation had been given of the intention to suggest amendments to it which were not connected with the present subject matter of the Bill and were of a very considerable importance, and the Government were of opinion that it was better that those proposed amendments should receive careful consideration in order that an intelligent conclusion be arrived at. It was not in reference to the subject matter of the lock switching system and hurdle gate that the postponement was asked. It appears to me that the plan of having two bills is necessary and is certainly expedient. Hon. members will remark that there are two laws with regard to railways, one chap. 38, of the Consolidated Statutes, an Act respecting Government Railways, and another one, 109, providing for all the railways in the Dominion. The provisions of those two acts are in many respects different. They have been kept apart in the Consolidated Statutes, and it appears to me it would be better, if we are to amend them both, that we should pass a separate bill amending each, so that each bill might have its immediate and proper connection with its parent as it were, more especially as the very object of postponing the other bill is that other subject matters should be introduced into it that would not apply to Government Railways. I would submit therefore that inasmuch as the law respecting ordinary railways and the law respecting Government Railways is laid down in two different Consolidated Statutes, it would be better to make the amendment in each case applicable only to the one to which it really and truly applies.

HON. MR. MILLER—I have no doubt that it has struck many hon. members that those two Bills on our order paper to-day, one for the amendment of the Government Railways Act, and one for the amendment of the General Railway Act being precisely the same in words, might be consolidated into one act, and we should have therefore but one act on our statute book. I think, however, after listening to the remarks of the leader of the House, it must be evident that there is no way of amending those Acts logically or reason-