

March next, in accordance with the recommendation from the Select Committee on Standing Orders.

Motion agreed to.

#### BILLS INTRODUCED.

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

Bill (No. 26) to incorporate a Company under the name of "H. R. Rathbun and Sons."—(Mr. White, Hastings.)

Bill (No. 27) to amend an Act to incorporate the Ontario and Quebec Railway Company.—(Mr. Wells.)

Bill (No. 28) to continue an Act to incorporate sundry persons by the name of the President, Directors and Company, of the Farmers' Bank of Ontario.—(Mr. Davies.)

Bill (No. 29) to incorporate the Bank of London, in Canada.—(Mr. Dawson.)

#### UNPROTECTED APERTURES IN THE ICE OF NAVIGABLE WATERS.

Mr. ROBERTSON (Hamilton), in introducing Bill (No. 30) to amend the Criminal Law so as to declare it a misdemeanor to leave unprotected holes, openings or apertures, made in the ice of any navigable water, said: The object of the law is to protect the public against the accidents that are continually occurring on the inland waters of the Dominion. There is no law now which gives any jurisdiction over the inland waters where ice is formed upon them. When parties are harvesting ice there is no law to prevent them leaving the holes open, and the consequence is that in the winter season there are many serious accidents, some of them attended with great loss of life.

Bill read the first time.

#### MILITIA ACT AMENDMENT BILL.

Mr. CARON, in introducing Bill (No. 31) to consolidate and amend the laws affecting the Militia of Canada, said: I may state that the object of this Bill is the consolidation and amendment of the laws affecting the Militia of Canada, together with the addition of certain changes which have been rendered necessary from the altered condition of the country and of the force. On the second reading of the Bill, when it is printed, I shall have the honor of explaining fully the amendments, which I trust will meet the approbation of the House.

Bill read the first time.

#### RETURNS CONCERNING THE CANADIAN PACIFIC RAILWAY.

Mr. BLAKE. Before the Orders are called, I desire the attention of the hon. Minister of Railways to make an observation with reference to the papers which were brought down in answer to a Resolution of last Session. The hon. gentleman has already informed the House that it is proposed to supplement these returns of papers by a report, which, of course, is satisfactory so far as it goes, because the Resolution indicating that the report would give a statement of all the particulars and correspondence, was simply an indication of the maker upon which the report was based. Then, with reference to the report, as to the correspondence concerning the selection of the route, I observe that, on the Sault Ste. Marie Branch, the letters which were sent in contain a reference to plans and profiles, but they have not been brought down. It is impossible to understand their correctness without that plan and profile. I observe also that the letter states the intention to place a large amount of material on the contract west of Algoma Mills, and east of Prince Arthur's Landing in the fall, and that there is nothing more in the shape of correspondence brought down. That

indicates that the Company have contracted the entire portion of the road from the eastern section to Algoma Mills, with the exception of a small piece which I understand properly belongs to that section, the two miles from Prince Arthur's Landing to Current River. The newspapers say a good deal of work has been done, and that contracts have been let for other portions of the road. There is a statement in that branch of the return of correspondence with reference to the fixing of Callander Station at a certain point 120 miles west of Pembroke, but there is nothing to indicate it on the map as compared with the place where Callander Station was supposed to be before this time. An application is made to approve of the line from Swift Current to the South Saskatchewan, on November 26th, 1882, and the approval is made by the Engineer of the line that it can be located through Kicking Horse Pass. There is an application on the 15th September, for the approval of a line through Kicking Horse Pass, but there does not appear, by the correspondence, to have been any action taken on that application. I presume some action has been taken on that application between that time and now. As to the progress of the work: on 26th August there is a letter from the Secretary of the Company promising that on the return of the consulting Engineer, who is at present on the eastern section, a full report will be given as to the progress of the work.

Sir CHARLES TUPPER. That is contained in the report now on the Table. It was received only yesterday.

Mr. BLAKE. That answers, although perhaps a little late, that demand. Will the hon. gentleman say whether that includes the figures over the whole road?

Sir CHARLES TUPPER. The entire year's operation; everything up to the present time.

Mr. BLAKE. The Resolution also called for a report with respect to the selection or reservation of land.

Sir CHARLES TUPPER. That memorandum will come through the Department of the Interior, and will be embodied in the report.

Mr. BLAKE. That covers the great land grant question. So that is to come in yet?

Sir CHARLES TUPPER. Yes.

Mr. BLAKE. There is no correspondence with respect to the laying out of branches, with the exception of a very brief correspondence as to the arrangement to be made with the town of Emerson. There was brought down, last Session, a letter from the Company, in which they intimated their willingness to build a very extensive mileage of branches in the North-West, and gave the general direction of the branch lines, although they did not absolutely locate them on the ground. I assume there has been further correspondence indicating whether they will be prosecuted or abandoned; but such does not appear in these papers. The Resolution called for a statement of the rates of tolls for passengers and freight, but nothing as to that is brought down yet. The Resolution called for the particulars required by the Consolidated Railway Act, and amendments thereto, up to the end of the previous fiscal year; but there is nothing of that in the papers brought down.

Sir CHARLES TUPPER. If the hon. gentleman will be kind enough to give me a memorandum of the points respecting which information is desired, I will endeavor to obtain it.

Mr. BLAKE. I will send it across the floor.

#### RECIPROCITY NEGOTIATIONS.

Mr. HOMER enquired, Whether any action has been taken for the purpose of negotiating a Reciprocity Treaty between the Dominion of Canada and the Hawaiian Islands?