

HON. MR. SCOTT—But if he signs as agent for a company?

HON. MR. ABBOTT—Then he comes under the first part of the clause. If he designates himself as acting in a representative capacity he is not liable, but if he simply signs as "agent" he is liable.

HON. MR. POWER—If he says he is agent for John Smith he is not liable, but if he says that he is simply an agent he is liable.

HON. MR. ABBOTT—Yes; that puts the distinction very clearly. This clause is in accordance with the English system, and we shall have there, to begin with, a fund of decisions.

HON. MR. SCOTT—There are cases in our own courts in the same direction.

The clause was adopted.

HON. MR. McCLELAN, from the committee, reported that they had made some progress with the Bill, and asked leave to sit again.

The Senate adjourned at 6 o'clock.

THE SENATE.

Ottawa, Thursday, March 27th, 1890.

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

GRAND TRUNK RAILWAY CO.'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (79) "An Act respecting the Grand Trunk Railway of Canada," with amendments. He said: These amendments are in the direction of the preservation of the private rights of the city of Hamilton with reference to this Bill. The clause which came to us in the Bill for that purpose from another place—clause 4—enacted that nothing in this Act should affect or impair the claims of the city of Hamilton as to any claim which now exists, arising out of the dispute between

them. The first amendment extends that to claims which may hereafter exist arising from the same causes. The next amendment is of a more comprehensive character, and extends the benefit of this protection to any obligation arising out of any by-law hereafter made for which the said company are in any way liable. These amendments cover the whole ground; and I may add, for the satisfaction of the House—and it is a satisfaction to the committee which endeavors to protect private rights—that these amendments have received the sanction of both contending parties and the unanimous sanction of the committee. I have no hesitation in asking the House to concur in these amendments.

The motion was agreed to, and the Bill, as amended, was read the third time and passed.

NORTH CANADIAN RAILWAY AND STEAMSHIP CO.'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (88) "An Act to incorporate the North Canadian Atlantic Railway and Steamship Company," with amendments. He said: This Bill, although so recently before the House, may not be familiar to some hon. members, and, therefore, it becomes necessary for me to explain, as the report merely refers to what is struck out of the Bill, that this was the result of a decision arrived at by the Government and announced here after the first report was submitted, against allowing any bridge over the St. Lawrence in the place where this Bill would allow it to be constructed. It was referred for a reconsideration, with instructions accordingly, to strike out all parts of the Bill relating to the bridge clauses. The first of the three consecutive amendments is that which relates to the three clauses referring purely and solely to the building of the bridge—clauses 4, 5 and 6. The second amendment was a consequential one, following from that, and relates to the 17th clause, which provided for the issuing of bonds for the bridge as well as for the construction of the railway. The amendment to the 17th clause struck out all relating to the bonds or mortgages given for the raising of money in order to build the bridges. The