

Bill is to abolish capital punishment in the Dominion of Canada and to substitute life imprisonment for the different crimes for which capital punishment is provided under our present Criminal Code. The opinion has gained ground very rapidly of recent years that the death penalty is nothing more or less than legalized, brutal murder. I am aware that there are a number of members of this House who look upon capital punishment as a deterrent. I hope that I shall be able to prove, when the Bill comes up for its second reading, that it is not a deterrent. If we were honest in saying that it is a deterrent, then all executions should be made as public as possible; and if they are to be regarded as an object lesson to the community, then we should have a hanging bee in the public square. If capital punishment is to be regarded as an object lesson, then we had better have this exhibition where every man, woman and child will be able to see all the ghastly proceedings. I trust that every hon. member of this House who votes against my amendment will feel a sense of personal guilt if Canada continues to stand before the world as a barbarous country.

MR. SPEAKER: I am afraid the hon. gentleman is not confining himself to an explanation of the Bill.

MR. BICKERDIKE: Any further remarks I have to offer, with your permission, I will defer until such time as the second reading is called.

MR. SPEAKER: The hon. member, it appears, has not a copy of his Bill at hand, and therefore it will be obliged to stand.

Motion allowed to stand.

STEAMBOAT RATES BILL.

MR. J. E. ARMSTRONG (East Lambton) moved for leave to introduce Bill No. 3, to amend the Railway Act. He said: The Bill is very similar to the one I introduced last year requiring steamship companies to file their rates of toll and tariff arrangements with the Railway Board. At the present time steamships run in connection with railways are required to file with the Board of Railway Commissioners their rates, tolls and tariff arrangements, while all other steamboats, of which we have 8,500 in Canada, are allowed to make use of our inland waters and to charge the producers,

manufacturers and shippers whatever tolls they wish.

They are perfectly free to call at any port, or at no port, as they choose. One clause of this Bill brings the steamships under the jurisdiction of the Railway Board. Another clause gives the Railway Board control over privileges granted by railway companies to shippers and manufacturers. Certain privileges are granted to speculators, such as enabling a man buying 25,000 bushels of grain at Winnipeg and shipping it, to hold it up in transport at Port Arthur or elsewhere, thus monopolizing the rolling stock of the railway and interfering with transportation. Certain privileges are also granted to municipalities immediately outside some of our large cities, where railway men are directly interested in real estate, and where they are apt to have the trains stop. The Bill provides that matters of this kind shall be placed under the jurisdiction of the Railway Commission, so that a remedy may be applied.

Motion agreed to, and Bill read the first time.

EXPORTATION OF NICKEL BILL.

MR. SPEAKER'S RULING.

MR. SPEAKER: The Bill on the Order Paper to regulate the exportation of nickel was reserved yesterday for my ruling. After a careful consideration of the Rules of the British House of Commons and of the Canadian House of Commons, I have reached the conclusion that this Bill is of such character that it should come under Rule 50, which provides:

No Bill relating to trade, or the alteration of the laws concerning trade, is to be brought into this House, until the proposition shall have been first considered in a Committee of the Whole House and agreed unto by the House.

It appears to me quite clear that a Bill to regulate or restrict the export of nickel is a Bill relating to trade within the meaning of this rule (Bourinot, p. 633). Mr. Speaker Cockburn held that the term 'trade' included exporting goods, and in 1911, upon the question of the introduction of the Bill to amend the Electricity and Fluid Exportation Act, Mr. Speaker Marcell held that it was a Bill relating to trade within the meaning of Rule 50, and must be introduced upon resolution, and last year the Bill relating to the exportation of petroleum was introduced upon resolution (Journals of the House of Commons, volume 46, page 125; and Journals of the House of Commons, volume 49, page 157).