

election petition, if it is established upon preliminary objection that the petitioner has been guilty of hiring a team for the conveyance of voters to the polls. A curious anomaly of the law as it exists at present is, that under a judgment of the Supreme Court of Canada, and under the law as interpreted by them, a petitioner who has been guilty of very much grosser corrupt practices, who has been guilty of bribery, personation, or any offence of that character is not disqualified from carrying on a petition; but if, instead of any of these acts, he has committed the less serious offence of paying 25 cents or 50 cents to convey a sick voter to the poll, he is absolutely debarred from becoming a petitioner, and any petition filed by him falls to the ground. I think it is undesirable that the law should remain in this condition, and therefore I am introducing this Bill. I may say in this connection to the Prime Minister, or to the Minister of Justice who, I believe, have under consideration some amendments to the Dominion Controverted Elections Act, that I should be very happy indeed to have this Bill referred to a committee of which I have given notice on the Order Paper, or to some similar committee, in order that the whole question of the prevention of corrupt practices, and of further important amendments of the Dominion Controverted Elections Act, should engage the attention of that committee and the attention of the House of Commons and of the government, before the conclusion of the present session.

Motion agreed to, and Bill read the first time.

#### THE RAILWAY ACT, 1903, AMENDMENT.

Mr. E. A. LANCASTER (Lincoln and Niagara) moved for leave to introduce Bill (No. 6) in amendment of the Railway Act, 1903. He said: This Bill is required to correct what, I think is an unintentional piece of legislation passed in 1903, whereby as the law now reads, a land owner, in case of an arbitration by a railway company, is precluded from expediting proceedings, and getting the matter determined. Before 1903 either party, the land owner or the railway, could expedite the proceedings, could apply to the proper court for the appointment of the arbitrators and get the matter wound up. By some peculiar wording of the statute as consolidated in 1903—one can hardly tell how it crept in, but these things happen—the judges are now deciding in Ontario, and I think deciding correctly on the letter of the statute, that only the railway company can expedite the proceedings. Manifestly that is an injustice to the land owner. This Act is to rectify that and allow the land owner and the railway

company the same rights in regard to expediting the proceedings.

Motion agreed to, and Bill read the first time.

#### CERTIFICATES TO MASTERS AND MATES OF SHIPS.

Mr. E. A. LANCASTER moved for leave to introduce Bill (No. 7) to amend the Act respecting certificates to masters and mates of ships. He said: This is the Bill that I introduced last session, later in the session than otherwise would have been done because of an objection made to the Bill as I first introduced it. The Bill as it is now introduced was not debated last session. It is principally to provide that masters and mates in inland waters shall be British subjects as it is provided that masters and mates of American vessels shall be United States citizens, in order to give the Canadians the same protection against American citizens as the Americans have against Canadian citizens. It provides secondly that the examiners of these masters and mates shall be competent lake navigators instead of non-professional men as they are or may be now.

Motion agreed to, and Bill read the first time.

#### THE RAILWAY ACT, 1903, AMENDMENT.

Mr. E. A. LANCASTER moved for leave to introduce Bill (No. 8) in further amendment of the Railway Act, 1903. He said: This is in effect the Bill on which we had a lot of discussion last session, the Bill which the Minister of Justice was kind enough to call my hardy annual. The hardy annual is hardier to-day because the rights of the people are being trampled on more than they were then, and I presume it will continue to grow hardier every year until it is properly dealt with. The Bill is not exactly in the same words as last session; it is drawn in a different form in order to meet every objection then raised to the Bill except the main one that the people are not entitled to the protection. That objection I asked this court to overrule.

Motion agreed to, and Bill read the first time.

#### THE RAILWAY ACT, 1903, AMENDMENT.

Mr. W. F. MACLEAN (South York) moved for leave to introduce Bill (No. 9) to further amend the Railway Act, 1903. He said: This Bill is similar to a Bill which I have introduced on more than one occasion in this House. It provides that the charges of the express companies shall come under the jurisdiction of the Railway Commission. It provides also that the telephone companies and the railway com-