

ceived the sanction of the leader of this Government last session, and the sanction of Sir John Thompson when he was Premier of this Dominion, and I presume that it will pass without objection. I have dropped the other provisions of the Bill, hoping that by doing so this feature, which I consider the most important and essential pertaining to the measure, will without difficulty receive the sanction of the House.

Motion agreed to, and Bill read the first time.

#### PUNISHMENT OF SEDUCTION AND ABDUCTION.

Mr. CHARLTON moved for leave to introduce Bill (No. 3) to amend the Criminal Code, 1892, for the purpose of making more effectual provision for the punishment of seduction and abduction.

Motion agreed to, and Bill read the first time.

#### SAFETY ON RAILWAYS.

Mr. CASEY moved for leave to introduce Bill (No. 4) further to secure the safety of railway employees and passengers. He said: This is the same Bill as that which I introduced last year on this subject, as amended by the committee to whom it was submitted. The House will remember that a select committee was appointed to consider this Bill, and that committee heard evidence and consulted long and earnestly on the subject of its various clauses, and the Bill as now introduced is the result of that investigation. I would call the attention of hon. members to the blue-book containing the evidence taken before that committee, including some very important matters relating to British legislation on the same subject. During the last session of the Imperial Parliament, an Employers' Liability Bill, involving the same principle as the Bill I am now about to introduce, was adopted, and it has been in force since. That Bill is given in extenso in the blue-book referred to, and I think it would be well worth the while of all members who have railway men among their constituents to look into that blue-book.

Motion agreed to, and Bill read the first time.

#### DRAINAGE ACROSS RAILWAYS.

Mr. CASEY moved for leave to introduce Bill (No. 5) respecting drainage on and across the lands of railway companies. He said: This Bill is also similar to the one for the same purpose which I introduced last year. The Bill only got so far as to be considered by the Railway Committee. When we got there I was asked by the hon. Minister of Railways (Mr. Blair) to

let the Bill stand over, as he had some hope of introducing general legislation on the relation of railways to the public this session. I hope of course, that he will see his way to introduce such legislation; but I re-introduce this Bill, which is founded entirely on the Act on the same subject which is in force in Ontario, as an indication of what I think should be done in the matter. Of course, I shall be prepared to withdraw it if the Government introduces satisfactory legislation on the same subject.

Motion agreed to, and Bill read the first time.

#### THE CANADIAN YUKON RAILWAY.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair) moved for leave to introduce Bill (No. 6) to confirm an agreement between Her Majesty the Queen and Messrs. Mackenzie & Mann, and to incorporate the Canadian Yukon Railway Company. He said: I have no doubt, Mr. Speaker, that it will be agreeable to the House if I should accompany the motion I have just made for the introduction of this Bill, with a fairly full explanation of its different provisions. The Bill, as it is framed, does not correspond entirely with one dealing with a similar subject introduced in 1881 by the late Government to regulate and confirm the contract which had been entered into with the Canadian Pacific Railway Company. That Bill did not confirm the contract, as we propose by the present Bill, but simply conferred on the Governor in Council the general power to issue a charter and incorporate a company.

We have deviated from that course in the present instance to this extent, that we propose Parliament to constitute the corporation and confer upon it the powers, of which it should properly be put in possession, and leave substantially nothing remaining to be done by the Governor in Council. The Bill fairly divides itself into two rather separate and distinct classes. The first, which covers only one or two sections, confirms the contract. That, of course, will be at once conceded to be the important portion of the Bill. The other clauses, which are quite numerous, are the customary ones, creating and conferring powers upon the corporation as to the capitalization and the other incident and necessary provisions for the company's full equipment. I do not think it will be considered at all necessary that I should detain the House with any explanations regarding those clauses, but rather draw attention to the important features of the Bill.

Now, Sir, for a proper understanding of this very important question, I think it is essential that hon. members should, as far as possible, be put in possession of the facts, circumstances and considerations, which