

stock for the reasons mentioned in the preamble. They have acquired some five railways connected with their line, assuming their liabilities. They ask for power to issue a certain amount of consolidated debenture stock, and provision is made to secure the creditors of those several lines. The mileage of lines under the control of the New Brunswick Railway Company is about 440 miles. The Bill does not interfere in any way with the security which the parties have who hold the debentures of these several railways. Every precaution is taken to protect all private rights and promote the public interest. I may add that the New Brunswick Railway Company has conducted its business in the most regular manner, and in the interests of the part of the country through which its line runs.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 5.40 p.m.

THE SENATE.

Ottawa, Wednesday, March 5th, 1890.

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

THIRD READINGS.

The following Bills, reported without amendment from the Committee on Railways, Telegraphs and Harbors, were read the third time, and passed:—

Bill (46) "An Act to incorporate the Mount Forest, Markdale and Meaford Railway Company." (Mr. Dever.)

Bill (26) "An Act relating to the Canada Southern Bridge Company." (Mr. MacInnes, Burlington.)

Bill (25) "An Act respecting the North-Western Coal and Navigation Company, Limited." (Mr. Vidal.)

Bill (51) "An Act respecting the Hereford Railway Company." (Mr. Cochrane.)

Bill (59) "An Act to change the name of the Vaudreuil Railway Company to the Montreal and Ottawa Railway Company." (Mr. Lacoste.)

MANITOBA AND NORTH-WESTERN RAILWAY CO'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (50) "An Act respecting the Manitoba and North-Western Railway Company of Canada," with amendments.

He said: The head office of the company, by the original charter, is at Winnipeg, but the company have been in the habit, having given due notice, of holding meetings there and then adjourning occasionally to one of these three cities that are named in the amendment—that is to say, Ottawa, Montreal or Toronto. But having no power to do so specially by the charter, they desire that this power be given, and by the first of these amendments the power is given, for the reason that a great many of the shareholders of the company live in these cities, Toronto, Ottawa and Montreal. Then the company ask that the proceedings which have hitherto taken place be rendered valid. We passed that clause, but validating so far as these proceedings may have been invalidated in consequence of the meetings having been held at other cities than Winnipeg. We were careful in the committee not to have any retroactive legislation, except to the extent I have mentioned. The amendments received the unanimous consent of the committee, and I see no objection to the House adopting them.

HON. MR. PERLEY moved that the amendments be concurred in.

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

THE CANADA EASTERN RAILWAY CO'S BILL.

THIRD READING.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (48) "An Act respecting the Northern and Western Railway Company of New Brunswick, and to change the name of the company to the Canada Eastern Railway Company," with amendments.

He said: The first of these amendments is to strike out four unnecessary words