

GOVERNMENT RAILWAYS BRANCH LINES BILL.

MOTION.

A message was received from the House of Commons requesting a conference to consider Bill (No. 17) An Act to authorize the government of Canada to acquire by lease lines of railway connecting with the government railways.

Rt. Hon. Sir RICHARD CARTWRIGHT moved that the Hon. Messrs. Béique, Watson and Power be appointed to represent the Senate at the conference, and that word be sent to the Commons that they are prepared to meet them.

Hon. Mr. POWER—The rule laid down in the books is that the gentlemen who are appointed to conduct the conference should be in sympathy with the view of the majority in the House. That would shut out the hon. gentleman from Portage la Prairie.

The name of Hon. Mr. Dandurand was substituted for that of Hon. Mr. Watson, and the motion was agreed to.

GOVERNMENT RAILWAYS ACT AMEND- MENT BILL.

THIRD READING.

Rt. Hon. Sir RICHARD CARTWRIGHT moved the third reading of Bill (No. 232) An Act to amend the Government Railways Act.

Hon. Mr. BEIQUE—This order was postponed until this morning, on account of the objection that was raised by the hon. leader of the opposition, as to whether, under the wording of this Bill, parties claiming damages against the government would be adequately protected. On reading the wording of the Bill more closely, it will be found that the Bill does meet the case mentioned by the hon. leader of the opposition. If there is, for instance, a loss of ten thousand dollars, and there is an insurance for five thousand dollars, ten thousand dollars being the amount of the total loss will be reduced to the extent of five thousand dollars, and there will remain a claim of five thousand dollars which the claimant can recover against the government. I was not in the House yesterday when the other

Hon. Mr. LANDRY.

Bill passed, but I understand that a like amendment was made to the Railway Act, in order to cover exactly the same point.

Hon. Mr. LOUGHEED—I must say, without desiring to prolong the discussion, that notwithstanding the lucid explanation of the hon. gentleman from De Salaberry, I am yet of the same opinion.

Hon. Mr. DANDURAND—If the hon. gentleman will read the Act closely, he will find that the deduction is made against the amount claimed and not against the amount allowed, so that the amount allowed remains at five thousand dollars without any impairment.

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

INCORPORATION OF RAILWAY COM- PANIES BILL.

ORDER DISCHARGED.

The order of the day being called:

Resuming the adjourned debate on the motion for the second reading (Bill D) an Act to provide for the incorporation of Railway Companies.—(Hon. Mr. Davis).

Hon. Mr. POWER—I think I am to a certain extent responsible for this measure being still on the orders of the day. I had it kept alive for my hon. friend from Prince Albert, and I now move that the order be discharged.

Hon. Mr. CASGRAIN—Although I am not exactly in sympathy with the measure as introduced by the hon. gentleman, some years ago I introduced in this House a Bill somewhat on the same lines, except that the Bill that I brought in was more explicit. It required people applying for railway charters to furnish plans and profiles. I remember that the present leader of the opposition changed the title of the Bill and styled it a Bill to provide employment for the unemployed land surveyors and engineers. I really think that next session the government ought to amend the Railway Act in order to make it more in accordance with the Railway Acts of other countries. Our system is absolutely wrong. We should do either one thing or the other. Either let every