

DE ST. JUST, the amendments were concurred in, and the bill read a third time.

Hon. Mr. ODELL submitted the report of the Joint Committee on the Library, containing certain recommendations in regard to the obtaining of information illustrating the early history of Canada.

GOVERNMENT RAILWAY.

On the resolutions of the Hon. Mr. BOTSFORD coming up, in reference to terminating the present objectionable system of special trains and free passes on the European and North American and Intercolonial Railways,

Hon. Mr. CAMPBELL said the Government had considered the subjects of the resolutions, and were endeavoring to make arrangements for the despatch of persons of experience and ability, perfectly competent to make a satisfactory report as to what changes ought to be made in the management of the Government railways, to the localities intersected by them. The negotiations with this object had not been completed, owing to the difficulty of procuring all the qualified parties desired and necessary. If the Government succeeded in finding suitable persons, they would be sent down. Until they got their report, and were able to act upon it, he hoped his hon. friend would postpone those resolutions. The subject of free passes had engaged the consideration of the Government, and he believed instructions would be given that should effect such a change as would satisfy his hon. friend and those who thought with him on the subject.

Hon. Mr. BOTSFORD said that after these explanations he would not press the matter. It was quite evident the Government had determined to make such an investigation respecting these public works as they all desired. From his own knowledge he could say some such step was required for the public interest and convenience.

Hon. Mr. CHRISTIE moved that the petition of F. C. Capreol be referred to the Committee on Printing. Carried.

Hon. Mr. CAMPBELL moved that when the House adjourned, it stand adjourned till Monday evening next at eight. Carried.

Hon. Mr. CAMPBELL moved the third reading of the Amendment Civil Service Bill. Carried.

Hon. Mr. CAMPBELL moved the House into Committee on the Bill to make further provision for the government of the North West Territories. Bill reported and read a third time.

Hon. Mr. CAMPBELL moved the second reading of the Procedure in Criminal Cases Law Amendment Bill. Carried.

On motion of Hon. Mr. CAMPBELL the House went into Committee on the Wreck and Salvage Bill, from the Commons. He stated that after considering the suggestions of the honorable member for Grandville (Mr. Letellier De St. Just) he continued unwilling to make any change, in the nature of a departure from the terms of the English Act, of which this was a copy. The case he submitted, as illustrating a possible hardship under this Act, was very singular or exceptional. None such might occur again. He (Mr. Campbell) had suggested at the time that it might be better if the master, who should be entirely in command, if on board his imperilled vessel, should, even if in the neighborhood, have the controlling voice, and be empowered to say who should go on board. The Postmaster General went on to point out the inconsistency and possible inconvenience of putting others in charge instead of the captain, who was known to the owners and accounted responsible. Suppose such a case as that of the lower St. Lawrence to occur again, and parties attempted to enforce the Act against persons who had risked their lives to save a ship, the prosecutors would have to go before magistrates whose discretion would warrant a fine of but a farthing as well as of \$400. But such a case was extremely unlikely.

Hon. Mr. LETELLIER DE ST. JUST said all vessels abandoned by the captain and crew came under the authority of whoever boarded them for salvage purposes, according to the Admiralty Act.

Hon. Mr. CAMPBELL said in the St. Lawrence case the captain had not abandoned the vessel, but left her to get further assistance to save her.

Hon. Mr. LETELLIER DE ST. JUST—He abandoned her so that she drifted about in the ice two days. There was not a sailor on board (Fall before last) and it was owing to the efforts of the farmers they were saved. He might add that he heard that one of the persons selected by the Minister of Marine to distribute the gratuities he had granted these worthy people, had misbehaved and attempted blackmailing.

A long discussion took place in committee, Hon. Mr. Letellier de St. Just stating that the savers in the Kamouraska case had to sue for their rights, the court giving judgment against the Allans for £200 or £300 and though the captain was on the shore at hand, he was adjudged