

the railway company itself. Part of the road is now built, and the company is very anxious to have its debentures issued. I am told that in a few days His Excellency, or the Deputy Governor, will come to sanction some Bills that have already passed this Session, and the promoters of this Bill would like to have it passed, so that it may be sanctioned at that time, and enable them to negotiate their debentures on the London market.

The motion was agreed to, and the Bill was read the second time, under a suspension of the rules.

### OFFENCES AGAINST THE LAW OF MARRIAGE BILL.

WITHDRAWN.

The Order of the Day being called—House again in Committee of the Whole on Bill (F) "An Act respecting Offences against the Law of Marriage,"

MACDONALD (B. C.) said: In view of the legislation promised by the Minister of Justice in another place, I ask permission to withdraw this Bill.

The Bill was withdrawn.

### LAND SUBSIDIES TO RAILWAY COMPANIES AMENDMENT BILL.

SECOND READING.

HON. MR. ABBOTT moved the second reading of Bill (43) "An Act to amend the Act 52nd Victoria, Cap. 4, intituled: 'An Act to authorize the granting of Subsidies in Land to certain Railway Companies.'" He said: this Bill is simply to correct an error in an Act of last Session, in the name of the company to which the land grant was to be given. The subsidy was intended to be given to the Alberta Railway and Coal Company, and the words "North-Western Coal and Navigation Company" were used in error. It arose from the ignorance of the person framing the Bill, of the country through which the railway is to run.

HON. MR. HOWLAN—This is an extraordinary Bill. It gives a large quantity of land to one company when the land grant was intended to be given to another. Here is an Act that has been before the Railway Committees of the two Houses,

and before both Houses, and received the sanction of the Governor-General; and now, twelve months after its passage, we are called upon to declare that the land grant was not intended to be given to the North-Western Coal and Navigation Company. There must be some shareholders of the former company who have some interest in this land; and yet, without any previous notice or explanation, beyond the explanation we have heard from the leader of the Government, we are asked to convey this land to the Alberta Railway and Coal Company.

HON. MR. DICKEY—I should like to ask the leader of the Government if I am correct in my knowledge of this matter as Chairman of the Railway Committee. I am under the impression that this Alberta Railway and Coal Company is substantially the same line of railway, and that the company is now acting under a different name. The point is this: whether this is an additional subsidy, or whether it is merely a substitution for a subsidy that was granted last year to another company under a different name.

HON. MR. ABBOTT—My hon. friend will perceive, by looking at the Bill, that this is not a new subsidy. Whether these two railway companies are identical as to their incorporation or as to the locality through which they pass I am really not in a position to say; but when the Bill comes before the House in committee I will be in a position to answer the question that my hon. friend raises.

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

THIRD READING.

Bill (53) "An Act to amend the Public Stores Act," passed through Committee of the Whole without amendment, and was read the third time, and passed.

### NEW BRUNSWICK RAILWAY CO.'S BILL.

SECOND READING.

HON. MR. BOTSFORD moved the second reading of Bill (49) "An Act respecting the New Brunswick Railway Company." He said: This a Bill to authorize this company to issue consolidated debenture