

This report shows that liquor is not only not on sale, but that it is not kept on the premises.

#### PERSONAL EXPLANATION.

Sir CHARLES TUPPER. Mr. Speaker, before the Orders of the Day are called, I am anxious to avail myself of the very earliest opportunity of correcting a statement which I made, speaking on the spur of the moment, in reference to transactions of a public nature that occurred more than a quarter of a century ago. I was under the impression that the Government brought down, in 1870, a proposal to impose a duty on coal, and that that portion of the budget was defeated in the House and withdrawn by the Government. I find upon referring to the Votes and Proceedings of that date, that the Government brought down the duty and it was imposed in 1870; and in 1871, the Government being defeated by a large vote of the House, yielded to that determination on the part of a large majority of the members, and withdrew that impost from the tariff. I wish to take the earliest opportunity of explaining to the House this mistake which I made in reference to matters which occurred more than a quarter of a century ago.

The MINISTER OF MARINE AND FISHERIES (Mr. Davies). Perhaps the hon. gentleman's colleague (Mr. Foster) will also correct his statement, that the child was strangled eight years before it was born.

Mr. FOSTER. Not at all. I will not retract the truth.

#### RAILWAY ACT AMENDMENT.

Mr. GIBSON moved second reading of Bill (No. 8) in further amendment of the Railway Act. He said: There is very little to be said in reference to this Bill in addition to the remarks which I made upon its introduction. The Bill was framed by myself as a layman and not by a lawyer, and I have had some suggestions sent to me by the members of the legal profession with the object of rendering more perfect the object sought by this legislation. When the Bill reaches the committee stage I shall move some amendments, and explain them to the House. The first clause of the Bill says:

Notwithstanding anything in the Railway Act, all debts due for work done, wages due, or material supplied in the construction of a railway to which the said Act applies, shall be the first lien upon such railway.

When this Bill comes before the committee, I shall add to that clause so as to make it apply to promoters and other agents to whom the company is indebted during the construction of the railway, and I shall also move to add at the end of the Bill,

That this Act shall apply to all railways now under construction.

The object of the Bill, as I have already stated, is to protect our Canadian contractors against persons coming in from a foreign country and engaging in railway construction, persons who have no money of their own, and who come with high sounding titles and form a construction company within the promoters, or perhaps more particularly speaking, in the name of the railway corporation itself; nay, by putting up a bogey or stool pigeon in the shape of a contractor who takes his contract from the construction company. This results in many cases in a loss to our Canadian contractors. In one particular instance within the knowledge of the members of this House, instead of the construction company or the railway company bearing the expense of building the road, the whole cost of construction was borne by our Canadian sub-contractors and they are still at a loss for their money. I might also say, Mr. Speaker, that the two most important railways in this Dominion, the Grand Trunk Railway Company and the Canadian Pacific Railway Company, and in fact all Canadian railway companies who are doing an honest and legitimate business are not opposed to the passage of this Bill, for the reason that they are willing at all times to pay their just debts, not only to their main contractors, but also to the sub-contractors. Legislation of this kind should have been on our statute-books years ago, and many of our Canadian contractors are to-day suffering because of the want of it. I trust that when the time comes for the Bill to be discussed in detail, it shall receive due consideration from the members of this House.

Motion agreed to, and Bill read the second time.

Mr. SPEAKER. When shall the House resolve itself into committee on this Bill?

The PRIME MINISTER (Mr. Laurier). Now.

Mr. HAGGART. Had not the Bill better be referred to the Committee on Railways and Canals? All these Bills go, as a matter of course, to that committee.

Mr. GIBSON. I have no objection to send the Bill to any committee of the House, and I will gladly adopt the suggestion of the ex-Minister of Railways and move:

That this Bill be referred to the Committee on Railways and Canals.

The Bill is a just one, and I am not afraid of it before any committee.

Motion agreed to.

#### OBSERVANCE OF THE LORD'S DAY.

Mr. CHARLTON moved second reading of Bill (No. 10) to secure the better ob-