

THE SENATE.

Ottawa, Friday, 1st March, 1889.

THE SPEAKER took the Chair at three o'clock.

Prayers and routine proceedings.

A PROPOSED ADJOURNMENT.

MOTION.

HON. MR. CLEMON, in the absence of Hon. Mr. O'DONOHUE, moved that when the House adjourns to-day it do stand adjourned until Monday, 4th March, at 8 o'clock in the evening.

HON. MR. KAULBACH objected, on the ground that the 14th Rule, which requires an intermediate day between the notice and the motion, had not been complied with.

THE SPEAKER ruled that the motion was not in order.

SECOND READINGS.

Bill (14), "An Act to incorporate the Alberta Railway and Coal Company." (Mr. Ogilvie).

Bill (15), "An Act respecting the Kootenay and Athabasca Railway Company." (Mr. Reid, B.C.)

BILLS INTRODUCED.

Bill (21), "An Act respecting the New Brunswick and Prince Edward Railway Company, and to change the name of the Company to the New Brunswick and Prince Edward Island Railway Company." (Mr. Botsford).

Bill (35), "An Act respecting the Niagara Grand Island Bridge Company." (Mr. McCallum).

Bill (31), "An Act to incorporate the Red Deer Valley Railway and Coal Company." (Mr. Hardisty).

The Senate adjourned at 4 p.m.

THE SENATE.

Ottawa, Monday, 4th March, 1889.

THE SPEAKER took the Chair at three o'clock.

Prayers and routine proceedings.

THIRD REPORT OF THE COMMITTEE ON CONTINGENT ACCOUNTS.

MOTION.

HON. MR. READ (Quinté) moved the adoption of the third report of the Select Committee on Contingent Accounts. He said: This report merely recommends the appointment of L. N. Garneau to the office of Assistant Clerk of French Journals, now vacant, at a salary of \$600 a year.

The motion was agreed to and the report was adopted.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY CO.'S BILL.

SECOND READING.

HON. MR. BOTSFORD moved the second reading of Bill (21), "An Act respecting the New Brunswick and Prince Edward Railway Company, and to change the name of the Company to the New Brunswick and Prince Edward Island Railway Company." He said: This Bill has for its object the extension of a trade which has sprung up unexpectedly—the export of freestone to the United States. The New Brunswick and Prince Edward Island Railway connects with the Intercolonial Railway at Sackville, and the quarries, which it is contemplated to facilitate the export of this stone from, are about three miles from the present line of the road. There are two companies engaged in quarrying this stone in the Chignecto Basin, and the extension of this road will give the Intercolonial Railway a deep-water terminus as well as the New Brunswick and Prince Edward Island road. I may state for the information of hon. members that last year one of those companies exported to the United States some 3,000 tons of build-