

HON. MR. ABBOTT—I am sorry that the hon. gentleman from New Westminster is not in his place. He asked me a question about this Bill when it came up for second reading, as to the time allowed for notification in British Columbia. I propose to inform him that the provision of the Election Act granted for British Columbia the most extended time—the same time which is allowed for two or three other constituencies in the remainder of the Dominion, which cannot get their notices out in the usual time between nomination and election. I move the third reading of the Bill.

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

### ESCAPES FROM INDUSTRIAL SCHOOLS IN ONTARIO.

#### SECOND READING POSTPONED.

The Order of the Day having been called—Second reading Bill (S) “An Act respecting Escapes from Industrial Schools in the Province of Ontario.”

HON. MR. ABBOTT moved that the Order of the Day be discharged, as the Bill was not printed.

HON. MR. DICKEY—I should like to ask the leader of the House if his attention has been directed to the fact that in the Dominion there are other industrial schools besides those in Ontario, and if there is to be a general Act, which will apply to all the industrial schools in the Provinces.

HON. MR. ABBOTT—I may state that that question has already arisen, and is being considered, and there are one or two others of importance, and it is the consideration of these questions that has prevented the Bill from being now in shape to be proceeded with in the House before Thursday next.

The Order of the Day was discharged.

#### SECOND READINGS.

The following Bills were read the second time without debate:—

Bill (71) “An Act to incorporate the Brandon and South Western Railway Company.” (Mr. Boulton.)

Bill (69) “An Act respecting the St. Catharines and Niagara Central Railway Company.” (Mr. McCallum.)

Bill (64) “An Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Company.” (Mr. Poirier.)

### INTERPROVINCIAL BRIDGE COMPANY BILL.

#### SECOND READING.

HON. MR. CLEWOW moved the second reading of Bill (54) “An Act to incorporate the Interprovincial Bridge Company.” He said: This is a Bill to authorize the construction of a bridge to connect the cities of Ottawa and Hull. It will be for railways as well as for general passenger traffic. I may say that a new principle is incorporated in this Bill, inasmuch as it gives power to all railways, both present and future, to use this bridge on equal terms; and, therefore, it will be no monopoly, and will obviate the necessity of building several other bridges across the Ottawa River.

HON. MR. POWER—I am very glad to hear from the promoter of this Bill that the company have adopted a new principle, and that they propose to allow all railway companies to use their bridge on equal terms; but I think that there are one or two considerations which arise in connection with this Bill that deserve a little attention before it is read the second time, and the House is thereby committed to its principle. Hon. gentlemen will remember that legislation was passed by the State of New York, and also by the Province of Ontario, some years ago, to prevent the utilization of the Niagara Falls for the purpose of commerce or manufacture, and I think that this Bill brings up a similar question to the proposal to utilize the Niagara Falls for manufacturing purposes. By the third clause of this Bill it proposes that:

“3. The company may erect, construct, work, maintain, manage and use a railway bridge, with the necessary approaches, over the Ottawa River, from some point in the city of Ottawa between Metcalfe square and the ferry landing at the foot of St. Patrick street, or from some point on the Rideau Canal, within the limits of the city of Ottawa, to some point in the city of Hull.”

I think it would be a piece of vandalism to build a railway bridge from the foot of the canal here to the city of Hull. In