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HOUSE OF COMMONS,

FRIDAY, 20th April, 1883.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

PETITION FROM THE CANADIAN PACIFIC RAILWAY COMPANY.

Mr. ABBOTT. I presented, a few moments ago, a petition from the Canadian Pacific Railway Company, asking to be permitted to present a petition for a Private Bill, notwithstanding that the time limited for that purpose has expired. The circumstances under which this petition has become necessary, are, that this morning an agreement was executed between the executive of the Canadian Pacific Railway Company and the three lines of railway forming a continuous line between Montreal and the terminus of the Credit Valley Railway, by which these companies agree to lease themselves to the Canadian Pacific Railway Company, on terms mentioned in this agreement. This agreement having only been executed this morning, it was, of course, impossible to take earlier proceedings for the purpose. The Canadian Pacific Railway Company has no power to execute such lease; whether it would be proper, if it should have the power, or not, will, of course, be a subject of discussion when the Bill comes up; and I now move, as I am told is the correct mode, that the petition so presented this day for leave to permit a petition for this Bill, be now read, and that it be referred to the Committee on Standing Orders.

Motion agreed to.

THE ORANGE INCORPORATION BILL.

Mr. ROYAL. Before the Orders of the Day are called, I am requested to correct a statement made by the hon. member for Hastings (Mr. White) when moving the second reading of the Orange Incorporation Bill. The hon. member stated that His Grace Archbishop Taché, of St. Boniface, had, last year, when a similar Bill was before the Local House, advised the Catholic members of the Legislature not to oppose the Bill. His Grace only advised the members not to raise, or not to lend themselves to any acrimonious or useless discussion.

HARBOR OF PICTOU.

Mr. McLELAN moved that the House resolve itself into Committee of the Whole to consider the following resolution:—

That it is expedient further to amend the Act 36 Vic., chap. 63, respecting the Harbor of Pictou, by exempting vessels exceeding forty and not exceeding eighty tons register, from the payment of harbor dues more than twice in any calendar year, whatever be the number of times for entering the harbor.

Resolution reported.

Mr. McLELAN introduced Bill (No. 108) further to amend the Act respecting the Harbor of Pictou.

Bill read the first time.

• Mr. FORTIN. Before this Bill is read the second time, I beg to ask the hon. Minister of Marine if he will introduce a similar

measure for ports where similar dues are exacted. I may tell him that, in Quebec or Montreal, dues are paid by all classes of vessels, and small vessels when they enter each of those ports pay dues every time. I think small vessels, in view of the fact that the improvements which are going on in the navigation between Montreal and Quebec, do not affect them at all beneficially, they should be exempt from paying every time they come into port. If they pay twice a year that should be enough. I hope the hon. Minister will study the question; and if he finds that in any port in the Dominion, fishing and coasting vessels pay more than twice a year, he will introduce a general measure so as to make matters equal for everyone.

Mr. McLELAN. I will give the matter attention, and will carry out the suggestion as far as possible, if it does not interfere too much with other interests.

STANDING ORDERS.

Sir HECTOR LANGEVIN moved that, in accordance with the recommendation of the Select Standing Committee on Banking and Commerce, and the Select Standing Committee on Railways, Canals and Telegraph Lines, the following resolution be made one of the Standing Orders of this House:—

All Private Bills for Acts of incorporation shall be so framed as to incorporate by reference the clauses of the General Acts relating to the details to be provided for by such Bills;—special grounds shall be established for any proposed departure from this principle, or for the introduction of other provisions as to such details, and a note shall be appended to the Bill indicating the provisions thereof, in which the General Act is proposed to be departed from;—Bills which are not framed in accordance with this rule, shall be re-cast by the promoters, and reprinted at their expense, before any Committee passes upon the clauses, and the substance of this Rule shall be published by the Clerk in conformity with the terms of the 50th Rule.

He said: The object of this motion is to simplify and diminish the work of the Standing Committee. The Railway Committee and the Banking Committee are kept at work a great deal longer than they should, because the Bills brought before them are not so framed as to facilitate the work. Every promoter of a Bill wants special clauses in his Bill, and declares he has not had time to look at similar Bills already accepted by Parliament, and he will come before the Committee with the measure containing the same objectionable provisions, sometimes in two or three different clauses. The Railway Committee comprises no less than 140 members, and it is because they think that work should be done by the promoter before the Bill is brought before the Committee, that it is now proposed that his resolution shall be made part of the Standing Orders of the House.

Mr. LANDRY (Translation). Mr. Speaker: I desire to call the attention of the House, on the occasion of this motion, to the necessity of having the Rules and Regulations printed anew. I would suggest that the Federal Act be incorporated in the book, as it used to be in 1866 and before that time. At the present time, we have nothing but the Rules of the House, and when we want to consult the Federal Act, we are obliged to go to the Library to get the volume. I think it would be proper also, since we are to continue the book, to incorporate in it the Rules and Proceedings of the Senate.

Mr. CASGRAIN. I am gratified to observe that the hon. Minister of Public Works has brought in this motion. It is