

which the House, I am sure, will allow him to take.

The motion was agreed to, and the amendment was withdrawn.

HON. MR. DEVER—I was always under the impression that the principle of a Bill was decided upon at the second reading.

HON. SIR ALEX. CAMPBELL—By consent we can agree to let it be decided upon at the next stage.

HON. MR. DEVER—I wish to reserve my right to oppose the principle of the Bill.

HON. SIR ALEX. CAMPBELL—Certainly.

HON. MR. FLINT—I should like to ask the Minister of Justice if a discussion can take place on the Bill after it is reported from committee.

HON. SIR ALEX. CAMPBELL—I distinctly stated that it could be discussed on the third reading.

HON. MR. FLINT—Then I am quite willing to defer my remarks until the third reading.

HON. MR. POWER—I presume it is understood that any reasonable amendment may be moved in committee.

HON. SIR ALEX. CAMPBELL—Certainly.

HON. MR. SCOTT—It is quite open to anybody to move an amendment.

HON. MR. POWER—Hon. gentlemen will see that it is not quite open. There is one amendment which I thought should be moved to this Bill, and the best time probably to move it will be when the order of the day is called to commit the Bill.

HON. SIR ALEX. CAMPBELL—My hon. friend can do so then.

HON. MR. POWER—The amendment that I propose to offer is that in future

elections under the Canada Temperance Act, there should be required at least a three-fifths vote 'o put the Act in force.

HON. GENTLEMEN—Hear, hear.

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

CONSOLIDATED RAILWAY ACT AMENDMENT BILL.

IN COMMITTEE.

The House resolved itself into a Committee of the Whole on Bill (Q), "An Act further to amend the Consolidated Railway Act, 1879."

In the Committee, on the first clause.

HON. SIR ALEX. CAMPBELL—There are some railways which come under some of the clauses of the Consolidated Railway Act, and others which do not. That Act is divided into two large branches, the first consisting of the first 34 clauses of the Act, and the other from the 34th to the end. It is proposed to make all the railways of the Dominion subject to the Act, except the Government railways. The reasons for that will appear.

HON. MR. POWER—I thought that the Grand Trunk Railway did not come under the Consolidated Railway Act.

HON. SIR ALEX. CAMPBELL—Yes, the Grand Trunk Railway, the Great Western Railway and the Northern, whose charters were granted before the Consolidated Railway Act was passed.

HON. MR. POWER—I am not opposing this Bill, and I think probably it is a very good one; but there must have been some reason why these railway companies were excepted from the operation of the original Consolidated Railway Act, and the Act of 1879. I can understand that in the case of railways which had got their charters previous to the passing of the first Consolidated Railway Act of 1868, it would be felt that it was unfair to alter their position by subsequent legislation. Now, if that was true in 1868 and in 1879, I think before we pass this clause, the