

themselves if they omitted doing their duty, and not the companies. But he was ready to accept the suggestion of the Hon. Postmaster General, and move the reference of this bill back to the committee for reconsideration. Carried.

Hon. Mr. CAMPBELL moved the postponement of the remaining orders of the day till to-morrow, and the adjournment of the House. Carried.

THURSDAY, May 15.

The Speaker took the chair at three o'clock.

After routine,

The following bills were reported from the Banking and Commerce Committee:—

Act to Incorporate the Dominion Express Co. Read a third time.

Act to amend the Act 34 Vic., and the Act of 1864, respecting railways, with amendments.

On the suggestion of Hon. Mr. CAMPBELL,

Hon. Mr. OLIVIER moved the consideration of the amendments to-morrow. Carried.

Act to Incorporate the Canadian Metal Incorporation Co., with amendments.—Consideration to-morrow.

Hon. Mr. CHRISTIE moved the following resolution:—

That it is expedient that Parliament should be summoned for the despatch of business on some day not later than the 1st of February in each year; and

That an humble address be presented to His Excellency the Governor General, for the purpose of communicating the foregoing resolution.

The mover said he was induced to bring up this question from the inconvenience of late sessions of Parliament, complained of by so many members. He acted, moreover, in corroboration of the action of the House of Commons on Monday last, which resolved unanimously that Parliament should meet not later than the 1st February. It seemed becoming the Senate also should express an independent opinion on this important matter. He need not make any further remarks. All had suffered from these late sittings, and absence from home at this time of the year.

Hon. Mr. CAMPBELL agreed to the motion, which he thought proper and desirable. No doubt the House would accept it. Carried.

Hon. Mr. FERRIER moved the third reading of the Buffalo and Lake Huron Railway Company's Bond Debt Bill, as amended. Carried.

DECK LOADS.

On motion of Hon. Mr. CAMPBELL, the House went into Committee of the Whole on the Deck Loads Regulation Bill.

Hon. Mr. WARK said he supposed the bill had been carefully examined elsewhere, but the subject was one very difficult to legislate upon, in order to do justice to ships of various sizes. The deck load was not to exceed three feet on ships sailing for Europe from any port in Canada. Now, if three feet was not too much for a ship of 100 tons, certainly a ship of 1000 tons ought to be able to carry a great deal more. It depended upon the build of a ship what she could carry on deck. The bill proposed to legislate for foreign ships as well as our own. It was worth considering how far that might not lead to difficulties with foreign countries. Here was an extraordinary feature of the bill: If a ship-master violated this law in certain cases, it was provided he was guilty of misdemeanor and liable to be punished by imprisonment not exceeding two years, or by a fine of \$800, or by both imprisonment and fine. The remarkable provision was that an order might be summarily made, while the ship-master, who might be a foreigner, unacquainted with our laws, was in prison, for the sale of his vessel, for the payment of the penalty. Perhaps the sale might take place in some of the smaller ports, not affording a good market, and the property sacrificed. It might be sufficient to levy, for a fine or small sum, on something about or belonging to the ship, which could be sold without disposing of all the property. This bill would apply very unequally to ships. There might be three in the harbor, one going to the British West Indies, which could take only the deck load here prescribed; another to the States, she could take as much cargo as she pleased on deck, and a third, bound for South America, could do the same. Altogether he doubted very much the expediency of passing this measure. (Hear, hear.)

Hon. Mr. CAMPBELL admitted there was great force in some of these objections. It did seem a provision somewhat strong to authorize the seizure of a ship and her sale for a fine which might be discharged by the sale of a portion of her appurtenances, her rigging or boats. He thought the first part of the bill applied to vessels going to Europe as well as to the West Indies. There must be some reason for drawing a distinction between vessels sailing to the West Indies and vessels proceeding to Southern ports of this conti-