

Bill (No. 22) "An Act to amend the Act to incorporate the Belleville and Lake Nipissing Railway Company." (Mr. McKindsey.)

Bill (No. 21) "An Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company." (Mr. Clemow.)

Bill (No. 14) "An Act respecting the Port Arthur, Duluth and Western Railway Company." (Mr. MacInnes, Burlington.)

Bill (No. 20) "An Act respecting the Goderich and Canadian Pacific Junction Railway Company, and to change the name of the Company to the Goderich and Wingham Railway Company." (Mr. Macdonald, B.C.)

OTTAWA, MORRISBURG AND NEW YORK RAILWAY CO.'S BILL.

REPORTED FROM COMMITTEE.

HON. MR. DICKEY, from the Committee on Railways, Telegraphs and Harbors, reported Bill (28) "An Act to incorporate the Ottawa, Morrisburg and New York Railway Company," with several amendments. He said: I may explain that these amendments relate chiefly to an important provision of the Bill which proposed to give the company power to bridge the Ottawa River. This was struck out, and there were a great many consequential amendments resulting from that. As these will be printed, I move that the report of the committee be taken into consideration on Tuesday next.

The motion was agreed to.

THE KEEFER DIVORCE CASE.

REPORTED FROM COMMITTEE.

HON. MR. DICKEY, from the Committee on Divorce, presented their fifth report. He said: I may explain that this is a majority report of the committee, and it became my duty, as chairman, to submit the report. Although some of the committee had doubts about the propriety of that report, they will have an opportunity, with the other members of the House, to consider it more fully when the evidence is brought down. The evidence only having been completed within an hour or two, there is no probability that this could be in the possession of the House, so that they could intelligently examine it before Tuesday next. I therefore move that the

report be taken into consideration on Tuesday next.

The motion was agreed to.

CANADIAN PACIFIC RAILWAY CO.'S BILL.

FIRST AND SECOND READINGS.

A Message was received from the House of Commons with Bill (56) "An Act to amend the Canadian Pacific Railway Act, 1889, and for other purposes."

The Bill was read the first time.

HON. MR. MACINNES (Burlington) moved that the 41st rule of the House be suspended so far as it relates to this Bill.

The motion was agreed to.

HON. MR. MACINNES (Burlington) moved the second reading of the Bill.

HON. MR. MCINNES (B.C.) Explain.

HON. MR. MACINNES (Burlington). I may state that my reason for asking for the suspension of the rule is that the object of this Bill is mainly a financial one, and it is of great importance that the Bill should pass through its final stages as rapidly as possible, because it can be availed of before it receives the Royal Assent. The company are building steamers, for which they are paying weekly, and the passage of this Bill is important to them for financial reasons.

HON. MR. SCOTT. I may say, in addition to what has fallen from my hon. friend opposite, that the Act of Parliament that this Bill is intended to amend is one which authorizes the company to issue bonds, those bonds to be secured on the steamers. Last session Parliament also authorized the Canadian Pacific Railway Company to substitute for their existing bonds on the railways that they controlled what is known as debenture stock, that class of security having become of recent years a favorite on the London market, and commanding a higher price than what are known as ordinary debentures or bonds. They now ask for permission to issue debenture stock secured on the whole of the company's property rather than on the steamers only, as they believe they will obtain a larger sum for the stock than for the debentures on steamers. The debentures on steamers are now in the hands of friends of the company, but they