

HON. MR. POIRIER, from the Committee, reported that they had made some progress and asked leave to sit again.

The report was adopted.

SECOND READING.

Bill (141) An Act to facilitate the purchase by the Pontiac Pacific Junction Railway Company from the Canadian Pacific Railway Company of the Branch Line of Railway between Hull and Aylmer. (Mr. Ogilvie).

ONTARIO PACIFIC RAILWAY BILL.

SECOND READING.

HON. MR. VIDAL moved the second reading of Bill (123) An Act respecting the Ontario Pacific Railway Company. He said: This is a very simple Bill, asking permission to change the interest on the company's bonds from six to five per cent. None of the bonds have actually been issued. There is also a slight extension of time.

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

SECOND READINGS.

The following Bills were read the second time, on the understanding that they would be debated in Committee of the Whole:—

Bill (136) An Act further to amend the Revised Statutes, chap. 5, respecting the Electoral Franchise.

Bill (BB) An Act further to amend "The Indian Act." (Mr. Abbott.)

GEOLOGICAL SURVEY BILL.

CONCURRENCE IN COMMONS AMENDMENTS.

HON. MR. ABBOTT moved that the amendments made by the House of Commons to Bill (C) An Act respecting the Department of the Geological Survey, be concurred in.

He said: The amendments themselves are unimportant and do not in any respect affect the Bill as we passed it. The two main amendments, (the other being only verbal,) are to provide for a Museum for English Natural History, and to collect, arrange and classify for exhibition, and to provide that nothing in the Act shall interfere with the commissions of the Assistant Directors which have been previously issued.

The motion was agreed to.

The Senate adjourned at 6 p.m.

THE SENATE.

Ottawa, Thursday, May 1st, 1890.

THE SPEAKER took the Chair at 3 p.m.

Prayers and routine proceedings.

THE INTERCOLONIAL RAILWAY.

MOTION.

HON. MR. WARK moved:

That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to cause to be laid before this House a return showing:

1st. What is the rate per ton charged for carrying coal in car loads over the Intercolonial Railway from the mines of Nova Scotia to St. John, Moncton, Newcastle and Campbellton in New Brunswick, and to Rimouski, Rivière du Loup and Quebec, and by the same, with its connections, to Montreal and Toronto?

2nd. What is the rate per ton for carrying flour, wheat and other goods of the same class in car loads from Toronto, Montreal and Quebec to Campbellton, Newcastle, Moncton and St. John in New Brunswick, and to Amherst, Truro, Pictou, and Halifax in Nova Scotia?

3rd. What is the number of freight trains which passed each way between Nova Scotia and Quebec and Ontario, and between New Brunswick and the same Provinces, in the year 1889?

4th. How many trains carried goods from the West to be shipped at Halifax and St. John, respectively, during 1889, and up to the present date in 1890?

The motion was agreed to

THE WELLAND CANAL INVESTIGATION.

MOTION.

HON. MR. MCCALLUM moved:

That an humble Address be presented to His Excellency the Governor General; praying that His Excellency will be pleased to cause to be laid before this House, a copy of the Second Report made by A. F. Wood, Esquire, Commissioner *re* the Welland Canal investigation; also, the evidence taken at the said investigation.

He said: Hon. gentlemen are aware that this is not a new question. There was the report of the commissioner laid before the Senate by our hon. leader, and it has been in the hands of hon. members for some time. Another report was published in the *Empire* newspaper the day before the report I refer to was laid upon the table of this House, which was said to be the second report of Commissioner Wood, of his investigation into my charges against the management of the canal. But I see that the right hon. gentleman who leads the Government of this country and has led it for years ably, a gentleman that I have followed a long time—