

hesitated before taking away the only day on which private members will have an opportunity of moving matters with which they are charged, and it is with deep regret that I see they have been able to get a majority to enable them to do this. I think it would be well if they would yet consider whether they will deprive private members of the opportunity of getting their business before the House.

Mr. MACKENZIE. I am sorry the hon. gentleman did not hear me, and I may repeat that I was calling attention to the fact that this motion was out of order. May says:

"When it becomes necessary to disturb the appointed order of business, and to give precedence to some important subject of debate, a special order is made for that purpose. If it be desired to give priority to a notice of motion on any day on which Orders of the Day are entitled to precedence, notice having been previously given, a motion is made that the Orders of the Day be postponed until after such notice of motion."

Now, I have searched the Minutes and I cannot find that any notice has been given, and, therefore, the motion is entirely out of order.

Mr. MITCHELL. I am glad to hear it.

Sir JOHN A. MACDONALD. This motion stands on the paper as it is. It cannot come up before Monday and there is no order of the House that Mr. Houde's motion should come up to-day.

Mr. BLAKE. No; but of course my hon. friend is right in the point of order. The motion is one of which notice is required.

Sir JOHN A. MACDONALD. The House has destroyed that by having decided the matter by a vote.

Mr. BLAKE. No, no. All the House has done is to negative an amendment to a motion. That is only a decision that the House shall not substitute certain words in the main motion. Now the words in the main motion fall to the ground and we are where we were.

Mr. SPEAKER. The point of order having been taken, and this motion being one of which notice is required, we will proceed to the Orders of the Day.

EASTERN EXTENSION RAILWAY.

Sir CHARLES TUPPER moved that the House resolve itself into Committee of the Whole to-morrow, to consider the following Resolution:—

That it is expedient to authorize the Governor General in Council to acquire for the Dominion, from the Government of Nova Scotia, the Eastern Extension Railway from New Glasgow to the Gut of Canso, and the Steam Ferry in connection therewith, together with the rights of the said Province in the Truro and Pictou Branch Railway, for the sum of one million two hundred thousand dollars (\$1,200,000), and the new rolling stock and equipments of the said railway, for a sum equal to the cost thereof and charges; the said sums, with interest thereon at per cent. per annum from the 1st October, 1883, to be payable out of the Consolidated Revenue Fund of Canada, after the necessary legislative provisions shall have been made by Nova Scotia for giving effect to the said acquisition, according to the agreement between the two Governments to that effect, laid before this House on the 6th day of February, instant.

Motion agreed to.

SUPPLY.

Sir LEONARD TILLEY moved that the House resolve itself into Committee of Supply.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

1. Charges of Management..... \$189,123.15

Sir RICHARD CARTWRIGHT. I think it is to be regretted that this item is not divided, as it used to be, under different heads. The hon. Minister will see that there are some twenty different items here which are not

necessarily connected. I would suggest that in future it would be convenient to have them divided. I rather think also, that a portion of these sums are voted by Statute.

Sir LEONARD TILLEY. It has only been within the last year or two that it has been considered desirable to submit a formal vote to the House. But since that time there has been no change made in the arrangement. There may be something in what the hon. gentleman says, although I do not see that any great inconvenience arises from the items not being divided, and if it is thought desirable to separate them it will be done.

Sir RICHARD CARTWRIGHT. When three or four subjects not necessarily connected are connected in this way, the discussion becomes exceedingly irregular, and more time is lost than would be if they were divided. I would like to ask the hon. Minister what is the absolute cost to the country of managing the savings banks. If my recollection serves me, we now borrow some \$26,000,000 in this way, and it is a matter of considerable practical moment to know exactly what that costs.]

Sir LEONARD TILLEY. I have not yet made the estimate this year, but I think it was made last year, and the commission was found to be a little over one quarter of 1 per cent.

Sir RICHARD CARTWRIGHT. Of course that varies as the debt increases.

Sir LEONARD TILLEY. It varies from time to time, but not very much, as the salaries paid are in proportion to the amount deposited. The salaries go up to \$400 as a rate; I think there are only one or two above that; I think the highest is \$500, and the lowest \$200. If the amount deposited in a bank is small, the commission is a little more in proportion than in the larger offices; and as the deposit increases, and is paid into the larger offices, the commission becomes less. The calculation was made about two years ago, and I found that one quarter of one per cent. would pay the salaries and all the expenses in connection with the savings banks.

Sir RICHARD CARTWRIGHT. In former years this was not a matter of quite so much importance, because then the sum borrowed was only about \$9,000,000 or \$10,000,000 and a large portion of it was borrowed at certain points where great sums were deposited. But the total number of these offices has apparently increased very much; and I would like to know what the hon. gentleman's present arrangements are. Of course, where the salary is so small as \$200, there may be difficulty in getting the right sort of man to take hold of it. Is there any alteration in the regulations now that the sums have so much increased? What rule has the hon. gentleman laid down with respect to these minor offices where the salary is about, say \$200? What is the allowance for contingencies? There must be some.

Sir LEONARD TILLEY. I think not.

Sir RICHARD CARTWRIGHT. The hon. gentleman will require to have safes in those offices.

Sir LEONARD TILLEY. Perhaps, in some cases; now it is so arranged that the banks have branches in almost every important town, and therefore it is only in a few cases where safes are required. The salaries and mode of payment remain the same as when the hon. gentleman was Finance Minister, the minimum salary being \$200 and the maximum \$400, except in one case where the party is not an officer of the Government. It is exceedingly difficult to get a reliable party, a man who can give the necessary bonds, who is not holding office under the Government, to take the position for \$200 or even \$400. We take a Collector of Customs, especially in the Maritime Provinces, where this system is more generally in force, and there we pay from \$200 to \$400 to the officer who discharges that