

constituency in this House, to show any serious intention of going on with the Baie Verte Canal. This canal will not be of very general commercial—but may be of considerable local—value. This proposal to vote \$150,000 a year for twenty years may be regarded as simply a means of attracting offers from capitalists, in order to get their idea as to what might be done. I do not see why, if the Government have deliberately adopted the intention of substituting the scheme of a ship railway, they should not have informed the House that they assumed the responsibility, because the distinguished engineer who had this subject under consideration will be in a difficult position when he attempts to borrow money to proceed with its construction. It may be said to him, that the Canadian Government do not in any way endorse the scheme, that they did not think it was of sufficient commercial value to make it worth while to construct it, but are willing to say: If you will take the whole risk, you may do so, and if you succeed we will give you this annual subsidy. This indicates that the hon. Minister of Railways has abandoned the scheme which for years he pretended to regard with so much favor. He gives it up and says that if Mr. Ketchum or somebody else will find the money to build it, and make it a complete success, the Government will then pay the money. I look therefore, upon this as an abandonment of the project which the hon. Minister pretended he had at heart.

Mr. MACDONALD (King's). I must congratulate the Government upon the manner in which they have taken up this question. They have shown their very great wisdom in the precaution they have taken with respect to the carrying out of this scheme. They have taken the precaution of saying that this work shall be fully carried out before they guarantee to pay the money, and the gentleman who has undertaken to carry out this scheme guarantees to carry it to a successful issue before requiring any money. I think this undertaking will be of very great benefit, to the Maritime Provinces especially. It will give them very easy access to the United States *via* the Bay of Fundy, and more especially will that be the case in respect to the people of Prince Edward Island and the northern portion of Nova Scotia and New Brunswick. Consequently cargoes of potatoes, being a perishable article, suffer very materially. If this railway was constructed they would be able to avail themselves of this much shorter route, and also to take advantage, when they got into the Bay of Fundy, of the prevailing westerly winds with which they have to contend in the Gut of Canso. In that way it would be of great advantage to the people of Prince Edward Island; not only that, but I believe that the general shipments from all the principal ports in the Gulf and River St. Lawrence, bound for southern ports, could take advantage of this route. I must say that I think we have rather gained than lost by the delay in this matter. Had the work been begun at a previous time we would have been expending a very large amount of money, whereas the amount we are called upon to expend is comparatively small, and we are not called upon to expend that until we have an assurance of success. I think the Government is to be congratulated in taking up this matter the way it has.

Mr. DOMVILLE. At this late hour of the night I shall not make any remarks on the resolution, but reserve what I have to say on some other stage of the Bill.

Resolutions agreed to and reported.

Sir CHARLES TUPPER introduced Bill (No. 167) to provide for the granting of a subsidy to the Chignecto Marine Transport Railway Company.

Bill read the first time.

Mr. KILLAM.

PILOTAGE ACT, 1873.

The Order for the third reading of Bill (No. 142) to amend the Pilotage Act of 1873, being read,

Mr. McLELAN. When this Bill was last under consideration it was brought to my notice that apprentices to pilots had certain rights by the payment of fees. I had not been able to discover from the regulations of the pilotage authorities that such was the case, but I have ascertained since that, although there are no regulations compelling the payment of dues, it has been the practice that each pilot in his turn shall have the right to name an apprentice, and for that right the apprentice pays a sum ranging from two to four hundred dollars. Consequently, all these young men who are apprentices have paid this in, not to the authorities, but to the individual pilots who have nominated them, and therefore they have acquired a right to a sum of money which it may be difficult for them to obtain. In consideration of this circumstance, I thought it but justice to those young lads to amend the clause so as to allow all apprentices who are on the list now to come in and receive licenses whenever they have completed their seven years' term. I therefore move that the Bill be referred back to Committee of the Whole for the purpose of amending clause eight in the sense I have indicated.

Bill again considered in Committee, reported, and read the third time and passed.

GENERAL INSPECTION ACT.

Sir LEONARD TILLEY moved the second reading of Bill (No. 106) repealing certain provisions of the General Inspection Act of 1874.

Mr. KILLAM. I desire to ask if it is the intention of the Government to change the law in respect to the inspection of fish in districts where inspectors are appointed?

Sir LEONARD TILLEY. It is not proposed to introduce any other Bill this Session with respect to the inspection. In Committee I intend to propose a clause making a change, owing to the imperfect inspection in Newfoundland. Fish inspected in Newfoundland can be sold in Canada without being re-inspected. It is found that fishermen have been appointed, and a good deal of dissatisfaction has taken place. Since the passage of the resolution, telegraphic communication has passed between the Government of Newfoundland and the Dominion, and I shall propose, as a result of that provision, that this Bill shall be brought into force by proclamation of the Governor in Council. The members of the Newfoundland Government state that they will make satisfactory arrangements.

Mr. KILLAM. The hon. gentleman misapprehended my remarks. On a former occasion I called the attention of the Secretary of State to the subject as to whether the Government proposed to remove the fee for the inspection of fish. If the Government does not care enough for the interests of the fishermen to take the subject into consideration, and if they are not ready to give an answer I will leave the matter with the fishermen to decide.

Bill read the second time, and House resolved itself into Committee.

(In the Committee.)

Mr. KILLAM. I give notice that I will move on the third reading an amendment to provide that the inspection of fish shall not be compulsory in any part of this Dominion. We have arrived at a late period in the Session, and we were to have had something important from the Finance Minister upon his proposal to grant a bounty to the fishermen. When he makes his explanations I shall take further occa-