

the battle of protection and free trade is to be fought over again, we are not afraid to do battle under that banner which carried us to victory before, and under which the great Liberal-Conservative party made Canada what it is to-day. Under that banner, after having won the victory, we used that victory to lift this country out of a condition of depression and despondency such as Canada had never known before. We raised it step by step until, regarding everything that indicates the greatness, progress and prosperity of the country, we occupy the highest and proudest position that any party could ever occupy.

The **CONTROLLER OF CUSTOMS** (Mr. Paterson) moved the adjournment of the debate.

Motion agreed to, and debate adjourned.

The **MINISTER OF MARINE AND FISHERIES** (Mr. Davies) moved the adjournment of the House.

Motion agreed to, and House adjourned at 11.30 p.m.

HOUSE OF COMMONS.

TUESDAY, 27th April, 1897.

The **SPEAKER** took the Chair at Three o'clock.

PRAYERS.

SAFETY ON RAILWAYS.

Mr. **CASEY** moved :

That all petitions concerning Bills Nos. 2 and 3 respecting the Safety of Railway Employees and Passengers be referred to the Select Committee on the said Bills.

Motion agreed to.

FREIGHT RATES ON RAILWAYS.

Mr. **REID** moved for leave to introduce Bill (No. 63) to regulate freight rates on railways. He said : This Bill is similar to the inter-state commerce law of the United States. I propose that a commission be appointed, which will have power to settle all disputes that may arise between shippers and the railways. It also provides that the rates on short hauls shall not be proportionately greater than the rates on long hauls. The Bill is very lengthy, and I will explain it more fully on the second reading.

Motion agreed to, and Bill read the first time.

Sir **CHARLES TUPPER**.

SEIZURE OF "SILVER SPRAY" AND "MARY GROVER."

Mr. **WOOD** (Brockville) asked :

1. Were the tug "Silver Spray" and the schooner "Mary Grover," or either of them, seized for infraction of the revenue laws of the Dominion during the year 1883 or 1884, or either of said years?

2. If said vessels or either of them were so seized, what was the nature of the offence for which they, or either of them, were so seized?

3. What was the name of the officer who seized said vessels or either of them?

4. Were said vessels or either of them released? If so, upon what terms?

5. Was an investigation subsequently held? If so, what was the name of the officer who conducted said investigation? Where was it held? What were the names of the witnesses examined at said investigation? Was their evidence reduced to writing and returned to the department, and is the same now on the files of the department?

6. Was final disposition made of the matter?

7. What was the name of the owner or owners of said vessels?

8. By whom were the sworn entries made at Port Arthur or Michipicoten (or wherever the same were made) of the cargoes of said vessels?

9. Were the original entries and the invoices accompanying same returned to the Department of Customs, and are the same now on file in said department?

The **CONTROLLER OF CUSTOMS** (Mr. Paterson). 1. The tug "Silver Spray" and the schooner "Mary Grover" were seized for infraction of the revenue laws of the Dominion, the former on the 6th of May, 1884, and the latter on the 5th of May, 1884. 2. The "Mary Grover" was seized for having, in October, 1883, landed a cargo of goods and provisions without report or entry at Michipicoten River, cargo shipped in the United States. The "Silver Spray" was seized for having, in October, 1883, towed the schooner "Mary Grover," with a cargo of goods, &c., from Sault Ste. Marie, United States, to Michipicoten River, Ontario, where said cargo was landed without being reported or entered. 3. The officer who seized the vessels was Joseph Wilson, collector of customs, Sault Ste. Marie. 4. The vessels were released on the owners depositing \$4,000 under section 204 of the Customs Act, being \$500 for the "Mary Grover" and \$3,500 for the "Silver Spray." 5. A reference appears on the files in the Customs Department to an examination made before the Police Magistrate at Toronto, when Captain Emmons, of the "Mary Grover" was arrested for false report, but no report of the evidence taken or witnesses examined at the investigation can be found in the Department of Customs, and the records do not appear to show that such report and evidence were received at the Customs Department. 6. Yes. 7. Messrs. Conmee & McLennan were stated to be the owners of said vessels. 8. Mr. Conmee is reported as having made a sworn entry of the cargo of the "Mary Grover" at