

fact that for many years vessels trading between Sydney and Halifax paid no pilotage fees before the Act of 1873. If the honorable gentleman would move to abolish the Pilotage Act (altogether, he would support such a motion; but if they were to have compulsory pilotage, he did not see why steamships should not pay as well as sailing vessels.

Hon. Mr. GRANT said the pilots were very poorly paid, in consequence of the coal trade, which was done a few years ago principally by sailing vessels, being now done by steamers, and as steamers were exempt from pilotage, the tax came altogether on the sailing vessels. He believed pilots were necessary, as they could not be done without in the rough autumn months, and if they were to be kept at starvation wages during the summer months, they could not be expected to be found when they were most needed.

Hon. Mr. HAVILAND considered it was amusing to see how the honorable gentlemen played at battledore and shuttlecock with protection and free trade. The honorable gentleman who had just sat down was a strong supporter of a free trade Government, but he was a protectionist when it served local interests. There was no doubt this bill was special legislation to give exceptional advantages to the ports of Halifax, Sydney and Pictou. He did not want Prince Edward Island steamships to be placed in the position of being exempted from pilotage as a matter of favor, but as a matter of right, as they carried pilots of their own, who understood their business. If the pilotage authorities were to be allowed to increase the emoluments of pilots, let the bill apply to all parts of the Dominion as well as to the three ports mentioned.

Hon. Mr. POWER considered the fact that the pilotage regulations would be subject to Order in Council was sufficient guarantee that the powers of the pilotage authorities would not be abused. He failed to see why a steamer owned by a wealthy company in Montreal coming down to the port of Pictou should not pay pilotage dues as well as a brig or brigantine owned by a man residing in Pictou when she comes back to her own home port. In the same way he could see no reason why a vessel owned in Halifax should be compelled to pay pilotage in that port, and a steamer owned in the same harbor, and worth four or five times as much, should be exempt from pilotage fees. He cited the Act of 1873 to show that the member from Richmond was wrong in stating that the late Government had dealt more liberally with steamers in the matter of pilotage than their succes-

sors. If the committee adopted the views of honorable gentlemen opposite the result would be in the end the business of pilotage would be abandoned at those ports, and the risk of life and property would be obviously increased.

Hon. Mr. MILLER said he was not surprised at the members from Halifax, Sydney and Pictou supporting this bill, and it was a singular coincidence that the ports for which this exceptional legislation was asked were in counties represented by strong supporters of the Government, on whose recommendations the regulations of the pilotage authorities would be sanctioned or refused by the Administration.

Hon. Mr. ARCHIBALD said when the bill was introduced first it was only to apply to Halifax and Pictou.

Hon. Mr. POWER said the bill was not a recommendation of the members for Halifax, but of the pilotage authorities of that port.

Hon. Mr. MUIRHEAD suggested that Miramichi should be added to the favored ports.

Hon. Mr. PELLETIER said he would accept such an amendment. The only opposition to this bill seemed to be from Montreal, although it had been before the Commons for several weeks. The insinuation of the honorable gentleman from Richmond that the bill had been framed to please supporters of the Government, was unfair and unjust, as the Ports of Sydney, Pictou and Halifax would only have the same power to impose fees on vessels from Montreal and Quebec, that Montreal and Quebec had to impose fees on the vessels of Halifax, Sydney and Pictou. The bill was not intended to apply only to those ports, but to all ports where pilotage authorities were established.

Hon. Mr. BOTSFORD said the objection he had to the amendment of the honorable gentleman from Montreal was that it would exempt steamers from compulsory pilotage, and as he did not see any reason why they should be so exempted. He would vote against it.

Hon. Mr. HAVILAND could see no reason why the harbor of St. John should not have the same privileges as the three ports mentioned. In every other port in the Dominion, steamers were to be exempted from compulsory pilotage, except in the harbors of Pictou, Halifax and Sydney.

Hon. Mr. RYAN said the Board of Trade of Montreal were very much opposed to this bill, and had sent a remonstrance through one of the representatives of that city in the