

### ASSISTANCE TO THE MUNICIPALITY OF ST. MICHEL.

Mr. AMYOT enquired, Whether it is the intention of the Government to grant assistance this year to the municipality of St. Michel, in the county of Bellechasse, in relation to the repair and maintenance of the wharf on the River St. Lawrence in that municipality?

Sir HECTOR LANGEVIN. I regret to have to tell the hon. member that the Government is unable to come to the assistance of the municipality of St. Michel, in the county of Bellechasse, this year, in relation to the repair and the maintenance of the wharf on the River St. Lawrence, but a survey is to be made during recess in order to obtain a report which will give the Government more information than it is possessed of at present.

### PUBLIC BUILDINGS AT SYDNEY AND NORTH SYDNEY.

Mr. McDONALD (Cape Breton) enquired, Is it the intention of the Government to make provisions for public buildings at Sydney and North Sydney, this year?

Sir HECTOR LANGEVIN. It is not the intention of the Government to make provision for public buildings at Sydney; but it is their intention to make provision for buildings at North Sydney.

### INDEMNITY FOR DUTIES ON FISH AND FISH OIL.

Mr. MACDONALD (King's) enquired, When an answer may be expected to the memorial of W. H. Pope addressed to His Excellency the Governor General, dated January, 1879, asking indemnity for duties paid on fish and fish oil exported from Prince Edward Island to the United States in 1871 and in 1872; and also the letter on the same subject from the members of the House of Commons and Senators representing Prince Edward Island, bearing date 20th April instant, and addressed to the Right Hon. Sir John A. Macdonald, Premier of Canada?

Sir JOHN A. MACDONALD. This subject is now under the consideration of the Government, the attention of the Government having been called to it by a letter addressed to me about the 20th of April, and received about the 22nd.

### DAMAGES TO THE SCHOONER *M. C. UPPER*.

Mr. BLAKE enquired, Has any claim been preferred upon the present Government for damages to the schooner *M. C. Upper*, on the Welland Canal? Has the matter been settled? Has any sum been agreed to be paid? If so, what amount and when?

Sir CHARLES TUPPER. A claim has been made for damages to the schooner *M. C. Upper*. An amount will be submitted to the consideration of Parliament in the Supplementary Estimates of the coming year.

### THE RE-DISTRIBUTION BILL.

Mr. BLAKE. I desire, Mr. Speaker, to enquire what is the position of the public Bill which has been introduced by the hon. the First Minister, and read the first time? According to our practice, no Bill can be introduced in blank or in an imperfect form. I make the enquiry because many hon. members are unable to understand what the provisions of the Bill for the re-adjustment of the seats are; and the Bill was found not to be in the possession of the House, and access could not be obtained to it.

Sir JOHN A. MACDONALD. The Bill was introduced by me after I had asked leave to introduce it. It was printed in galley shape, for the purpose of having it

printed and distributed to members; but, of course, we could not ask for the second reading until the Bill was printed, and members had an opportunity of reading it, and I am told it is being printed to-day.

Mr. BLAKE. The point was not that the Bill could not be read until it was printed. We knew that. The point was that the Bill introduced in print was retained by the hon. gentleman who introduced it, although it became the property of the House, according to the language of the Speaker of the English House of Commons, although, according to our reading, the first reading should be marked by the Clerk at the time. As I understand, it is the property of the House and not of a member. I do not think the hon. member who introduces it is expected to see to the printing, but it is put in the hands of the Clerk, who transmits it to the proper officer, who sees that the printing is attended to. Various efforts have been made to get access to the Bill. There are many representations as to what it says, and a conflict of opinion exists as to what its contents are. It seems to me an extraordinary thing that we should not have access to the Bill.

Sir JOHN A. MACDONALD. It is a matter of every day practice, and has been ever since I have been in Parliament, that the person immediately in charge of the Bill feels that it is his especial duty to see that it is got ready as soon as possible for the use of the House.

### DOMINION LANDS ALONG RAILWAY LINES.

Mr. BLAKE moved that the House do now resolve itself into a Committee of the Whole to consider the following resolution:—

That the present system of administering the Dominion lands situate along the lines of railway is likely to result, practically, in the acquisition by the railway companies of almost all the enhanced value, not merely of their own lands, but also of the Dominion lands in immediate proximity to stations on such railways; and that steps should be taken with a view to secure to the public, as far as practicable, such enhanced value in cases of stations hereafter to be established.

He said: This motion was placed on the paper on the 14th of March, but, owing to various circumstances, it has been postponed to so late a period that I do not propose at this time to engage in any lengthened argument on the subject; but I desire, briefly, to state the purport of the motion and the reasons I have for bringing it to the attention of the House. As the House knows, Dominion Lands Acts of various dates, including the one now in force, and the Bill which is now under the consideration of the House, contemplate the reservation of towns, cities or plots from ordinary occupation, and their sale by auction or otherwise as the Governor in Council may decide; and not long ago—I think in 1880—this principle was extended to the case of school lands in a manner which appeared to me to be somewhat arbitrary, but it was presumably in the general public interest. It was provided that if any section falling in the school lands list should happen to be suitable for a station, it should be withdrawn from the school lands list and sold by auction or otherwise for the public benefit, and the school lands list was to be credited with an amount equal to the highest value of other lands sold in the same township by either the Government or the Canadian Pacific Railway Company. I mention these facts to show that the general principle of obtaining such value as could properly be obtainable on account of eligibility of situation in reference to locations for towns or stations is contemplated in the various Public Lands Acts provisions as a proper thing. Now the general system under which land grants are made to the Canadian Pacific Railway Company, and also to the other railways, is that alternate sections only are given to the Company, the others being reserved to the Government. The practical result has been, so far as my