

them. He thought, however, they embodied very much the sense of the country in the matter of the Pacific Railway. He left them over, knowing a number of hon. gentlemen were anxious to leave for home.

Hon. Mr. CAMPBELL thought they should be discharged. It was unpleasant for hon. gentlemen to leave town with the apparent possibility of these resolutions still coming up.

Hon. Mr. MACPHERSON said he had no objection.

Hon. Mr. CARRALL—Is it the intention of the House to meet during the summer?

Hon. Mr. CAMPBELL—No, it is not. The House is to be adjourned till some time in August, for the purpose of giving the committee which is to enquire into the manner in which the Pacific Railway contract was granted, certain powers which it would not have were the House not in session.

Hon. Mr. REESOR submitted the eighth report of the Joint Committee on Printing.

#### THIRD READINGS.

Gas and Gas Meters Bill, amended.—Hon. Mr. AIKINS.

Manitoba Land Grants to original settlers Bill.—Hon. Mr. AIKINS.

Hon. Mr. AIKINS moved second reading of the Bill to repeal harbor and tonnage dues in British Columbia. Carried.

#### PILOTAGE.

Hon. Mr. CAMPBELL moved the second reading of the Bill respecting pilots and pilotage at the different ports of the Dominion. He explained it would recast the present system, making different regulations for the different Provinces. Three changes were made as regards Quebec, one exempting from pilotage vessels under 250 tons, another popularizing more the Trinity Board, and a third augmenting the earnings of pilots by diminishing their number. Other ports unprovided for would receive pilotage authorities. As to Halifax and St. John, they would be nominated by the Crown, the Board of Trade and the City Council. At other ports respectively the authorities would be three persons nominated by the Crown. Power was taken for the exemption of certain ports from pilotage laws and authorities. As to the St. Lawrence, he was aware exception had been taken to the omission of the competitive principle, which he himself had thought an objection to the Bill. But it was a difficult subject to deal with. The

pilots were a corporation which it would be hard to deal with contrary to its will. To do so properly would require proceedings which ought, probably, to be taken in some of the courts in Quebec. The pilots had their rights under this Act which had to be respected. It would have been impossible therefore to have introduced the competitive system into the Bill. The present system had worked tolerably well and economically as compared with New York and other places.

Hon. Mr. LETELLIER DE ST. JUST said the bill ought to receive the approval of the House. The old pilotage system permitted of abuses such as blackmailing and other evils not now heard of. He praised the conduct and efficiency of the pilots.

Hon. Mr. SKEAD protested against the share and snare alike system in force on the St. Lawrence. The competitive was the right one for both the trade and the intelligent, enterprising pilot. The mercantile feeling, from all he could learn at the meetings of the Dominion Board of Trade, including that of shippers and lumbermen, was against the system hitherto prevailing. He would join with the Opposition or any party in fighting this part of the bill.

Motion carried, and bill reported from committee without amendment and read a third time.

A number of bills were received from the Commons and read a first and second time.

Hon. Mr. CAMPBELL gave notice that at the next sitting of the House, he would move certain resolutions respecting the union of Prince Edward Island with Canada.

The House adjourned at six o'clock:

#### AFTER RECESS.

The SPEAKER in the chair.

Hon. Mr. CAMPBELL—The resolutions of which I have given notice, relate to the union of Prince Edward Island with Canada. With the House so thin as at present, I am sure hon. members will not expect me to enter into any lengthened remarks on the subject of the completion of the Union, which we have been endeavoring to bring about ever since 1861, and which remains simply to be completed by the admission of Prince Edward Island. Of course Newfoundland remains still apart, but, speaking for myself only, and not for the Government, I do not think that is of so much importance. The terms on