

Another examination is made of the boilers. Scott says further the ship is a handsome corvette, but the boilers are fearful. She is a thing of beauty, but not a joy for ever. She is a thing of beauty, but not a thing of safety, so far as Capt. Scott was concerned. The boilers were fearful, he says, and, of course, he would not risk his valuable life on board such a vessel. However, after spending this large sum of money on this beautiful corvette, he finally sailed across the stormy ocean and landed in the port of St. John. But the trouble did not end there. In fact, it was merely beginning. There was trouble on the other side of the water, there was trouble on the water, and there was a great deal more trouble when the boat arrived in St. John. The vessel was moored in that beautiful harbor, amid the shipping of St. John, but the old thing would not stay moored. True to her instincts, she was bound to engage in the strife, and, like the war-horse, she smelt the battle from afar. She would not stay moored; she would not obey her commander, she would not obey the commands of the Lord High Admiral. She broke loose, had a serious commission round the harbor of St. John, to the terror and consternation of the peaceful citizens of that place and of the shipping within the harbor. How much damage this terror of the ocean committed upon the Queen's enemies I know not; how much damage this terrible monster did upon Her Majesty's subjects, I know not; how many lives were lost by the freaks of this wonderful vessel, which would not stay moored, I know not; but I am told that at least two peaceful citizens of St. John lost their lives in attempting to get aboard her, for the gang plank, like the rest of the old tub, was rotten, and they broke through and were drowned. What damage she committed in the harbor of St. John I cannot say, but suppose when the returns are brought down, we will have ample information on that interesting and important subject. But there is a grim side to this question. It is ridiculous and absurd to find our Government getting, even as a gift, a vessel which could serve no useful purpose, and was good for nothing; but the matter, as I said before, has a serious as well as an absurd side. The Prime Minister, in discussing an item in the Estimates last year, said that she might be used for a training ship, or to defend the approaches to the St. John's harbor. She has not been used as a training ship; and if you read the papers of St. John, Mr. Speaker, as I have no doubt you do, you will have noticed that she has not been a source of safety to the people of that city or the shipping of that harbor. On the 16th of March, 1881, the Prime Minister stated that this vessel cost about £400 stg., Why, Sir, four months before that utterance was made, viz., on the 2nd of November previous, we find that £1,000 sterling had been placed to the credit of Capt. Scott, at the Bank of Montreal in London, for the purpose of repairing her, that Capt. Scott wanted another thousand, and that this would not be enough to put her in sufficient repair to cross the ocean. On reference to the Public Accounts of last year I find an item of \$9,040.37, expended on this beautiful corvette, whose boilers were dangerous to the lives of those on board her; and find in the Supplementary Estimates of this year that hon. gentlemen opposite ask a vote of \$12,000 more. How much more has been expended on her, and how it has been expended, no man in the House knows, nor will we know, until the detailed accounts come down. But the fact remains that upon this beautiful but utterly useless vessel we have so far spent over \$20,000. How much more we have to pay no mortal man can tell. It is absurd that we should have acquired a vessel of that kind at all, and that such an enormous sum of money should be expended in connection with her. I am told that there is no knowing the day or the hour when she may break away from her moorings and seriously endanger the property and lives of the people of St. John. I advise the Government to send

Mr. CAMERON (HURON).

her back to England, as she is of no use to the people of Canada.

Motion agreed to.

MALT AND MALT LIQUORS.

Mr. ORTON, in moving for a return of the various modes which have been hitherto adopted by Canada for collecting duties from malt and malt liquors, and also for any information which may be in possession of the Government in reference to the mode in vogue for collecting such Excise duties in the United States and Great Britain, said: The question which this motion involves has two aspects—one, the agricultural, and the other in connection with the interest of those engaged in brewing malt liquors. I had the honor the other day of presenting a petition signed by the whole County Council of Wellington—one of the largest agricultural counties in Ontario—and by a very large number of influential agriculturists, praying that the duty be removed from malt and placed on malt liquors, as is done in the United States. Experience in Great Britain and other countries has shown that animals can be fattened much more rapidly and successfully with grain when malted than when in an unmalted condition. It is well known to medical men that extract of malt is highly nutritious, in fact, it is used for debilitated constitutions when other foods cannot be assimilated. The same principle has been applied to the feeding of cattle, and as this House is aware, an agitation for many years in England in favor of the abolition of the duty on malt and the placing of the duty on malt liquors, has at last resulted in the adoption of that principle, to the great benefit of the agriculturists of that country. Grain when malted is in fact partially digested, so that less grain in that condition is required for feeding cattle than when it is in the ordinary state; and the agriculturists in my county, who are largely engaged in fattening cattle for the foreign market, desire to be placed on an equal footing with the agriculturists of the United States and Great Britain. This is the agricultural view of the question. The other view has reference to those engaged in the manufacture of malt liquors. The present mode of collecting the duties is both very expensive and very annoying. If the duty was collected by a stamp duty on malt liquors, a very large expenditure would be saved. I believe the mode adopted in the United States is to issue stamps of different values according to the size of the package; the stamp is placed on the hole of the barrel, so that when the malt liquor is used, the stamp is erased. That plan is very simple, and under it the duty would be much more easily and cheaply collected than under the present mode. The obstruction to business which results from the present mode is very serious. The maltsters of Canada are a large body, and they have a large amount of capital invested in malting for exportation to the United States, and it is important that this industry should be encouraged in this country, as there are many lands which will grow barley in Canada, but which are not fitted for other classes of grain. Barley of a superior quality than is grown in the United States is produced in Canada, and it is important we should have the manufacturing of that barley into malt, conducted in our own country, as far as possible. By encouraging that business a large amount of employment is given to the people, and money expended is now retained in our own country. I will give the House one instance coming within my own knowledge, to show the annoyance and expense involved to the manufacturer of malt by the present arrangement. Last autumn a maltster, in my section of the country, who was engaged in producing malt for export as well as for his own use, had sold a large quantity for exportation, when he found he had arrived nearly at the end of the quantity in the bonded warehouse, there were 400