

gentleman fully understood the state of things he would not have made that assertion. No doubt he intends to promote the interests of St. John, but he does not understand the case when he speaks in that way. The Commission would have control of the harbor and business. They would have directly or through their agent the right to say where vessels would lie.

Sir HECTOR LANGEVIN. The harbor master, who is now appointed by the City Council because the property belongs to the city, would be appointed by the Government as are all harbor masters, when this Bill has passed.

Mr. ANGLIN. Then he will work in the interests of the Government. The owners of private property feel they have been placed in a strange position. The hon. Minister is entirely mistaken if he supposes that this project has been discussed in St. John, that it has ever appeared in any newspaper, or been heard of by more than a dozen citizens outside of those small bodies who have moved in the matter. When property owners came here they found it difficult to obtain information as to what the effect of the Bill would be. They will be placed in an entirely different position, and if the Bill passes in its present form, those private properties will fall 25 per cent. The House has always shown its care in protecting private properties, and I ask the hon. Minister if he will consent that this measure be referred to a Committee so that representatives of those properties may be heard before it. Some years ago a different proposition was brought forward, under which all private property had to be purchased and all the harbor property placed in the hands of a Commission. That should be the scheme if any scheme had to be adopted. The Provincial Legislature, in authorizing the Common Council to dispose of this money, took steps to see that provision was made for its proper application, and their example should be followed by the Dominion Government. All this money cannot be applied at once to the payment of the debt, because the bonds are not due and the money must in the meantime be paid over to the Corporation and invested until the bonds mature; and therefore the hon. gentleman should see that the money is appropriated in the way in which the Corporation professes their intention that it should be appropriated.

Mr. DOMVILLE. My hon. friend will allow me to say that he is mistaken in saying that this scheme is unknown in the city of St. John, for it has been agitated there for years. I was in the Common Council, and I waited on the late Government in 1877, and had interviews with them with regard to it, and though the details of this measure may be different, the principle of the scheme is the same. The principle was that the harbor of St. John should be placed under a Commission. Was it necessary that the harbor should be taken out of the hands of the Common Council in order that it might be made more efficient for the public? It must be borne in mind that St. John harbor is not private. It affords the means of access to the back country in several directions, being the mouth of a river which drains a large area. The mud which comes down that river and the difficult tides which we have, together, rendered it necessary that the harbor should be administered under a better system. A great deal of private property is yearly losing in value for the want of dredging, which, of course, private individuals cannot afford to carry on, and the result is that not only the owners suffer but the public of St. John and the country at large. At one end of the harbor there is so much property belonging to the Common Council, and in the centre and at the other end there are small portions in the same position, but between these there are important and valuable private rights. The private owners of wharves may fairly say to those in authority: it is true we own private rights, but the interests of the city, the interests of its trade and of the trade of the whole

Mr. ANGLIN.

Dominion stand above those rights and they are injured because the harbor is not properly looked after. I think it is in the interests of the public that the harbor—should be placed in the same position as other harbors, such as Montreal and Quebec; that it should be made a public harbor, maintained at the public expense. There should be some body who is entirely responsible for dredging it and keeping up the wharves, for St. John is to become, as I believe it will become, one of the ends of the great Canadian Pacific Railway. I for one shall try to have the eastern end of that railway in New Brunswick, and I hope I will have the hon. gentleman's support. We may not get this boon all at once, but if not we must get it in pieces. That is a part of our National Policy; that is what we were pledged to, and my hon. friend is mistaken in saying that putting this harbor under a Commission is not going to help us. I care little where the money goes, because I am sure that the ratepayers and the Government will look out for themselves. To-day the wharves are mortgaged by these outstanding bonds, and before they hand the money over they will see that the liabilities are liquidated. What does it matter what is done with the money if they get the property into their hands at a certain and proper valuation. With regard to the Board of Trade, I have very little commiseration for them. I declined years ago to meet the Board of Trade before the late Minister of Customs and the late Minister of Marine and Fisheries—why? Not because I thought they were not a good body; but I say here is a bargain between the city of St. John and the Government, and the Government having decided that this harbor is to be placed under a Commission, and the city having property to sell, it is for the city fathers, those elected by the people, to deal with the Government, and the Government having completed their arrangements with the Council may turn round to private property holders and carry out the final details. But while the Government were making a bargain with the Corporation of St. John, no one had any right to step in and say anything regarding the city's own property. Of course the Board of Trade, in the interest of trade, have a right to be heard; they may be right or they may be wrong, but while they exist, and while they confine their functions to their proper limits, we should consider what they have to say. The hon. gentleman must not try to make the House believe that this is a new scheme. It has been long thought of, and though I see many difficulties surrounding it, I think it is for the best interests of St. John and the Province generally. But we must have private rights looked after. I am satisfied that we cannot put the harbor into the hands of a Commission without looking after the rights of the private wharf owners. If we were to place a small portion of the harbor under a Commission, the result would be that a portion of the wharves would be free while the rest would not. Would the ships go to the wharves where they would have to pay? No, they would go to the wharves which were free. The whole matter must result in this: that the taxes on the whole port must be applied to meet the expenses of the port; you may put them on tonnage dues, on export duties, or on import duties, but the long and the short of it is that the traffic of the harbor has to pay these dues; and if you improve the harbor so much more has to be paid. We must bear in view that we must not trammel that port with expenses, and make it too dear for the importers and exporters; but I believe that by placing the management of these wharves into one or two hands, instead of having a dozen to make a living out of them, as they do to-day, the expenses of the port will be greatly reduced. With regard to the wharves wearing out, they must be repaired at all hazards, and we must keep the harbor properly dredged. If a certain portion of the wharves are made free, vessels will not go to the private wharves, and the result will be that the private owners will find themselves without a