

Now, if this Bill should become law, the result would be to depute to the Local Legislatures the power of defining what class of offences shall be disqualifying for this House. If the Local Legislatures thought fit to pass absurd laws he did not know that it was right for this House to bind itself to them.

Mr. BABY suggested that there ought to be a provision that this Bill should not apply to cases now pending before the tribunals of the country.

The Bill was read the second time.

SUPPLY.

The House went into Committee of Supply—Mr. Mills in the Chair.

On the item \$276,281.67 for Ocean and River service,

Hon. Mr. TUPPER asked why the appropriation for steam communication from St. John, New Brunswick, to ports in the Basin of Minas had been dropped?

Hon. Mr. MACKENZIE replied that the mails were now carried by rail. The subsidy for steam communication on Lake Superior had also been dropped, and in every case tenders were asked instead of granting subsidies.

Hon. Mr. ROBITAILLE asked why the subsidy to the Gulf Ports steamers had been dropped?

Hon. Mr. MACKENZIE replied that it was in accordance with an arrangement by which the mails were to be carried by the Intercolonial Railway as soon as it was in operation.

Mr. BUNSTER suggested that a similar arrangement should be made for carrying the mails to British Columbia, and he hoped the Pacific Railway would soon do the work that was now being done by steamers plying between San Francisco and Victoria. The service was not efficiently performed. The reason why the steamers did not get coal at Nanaimo was not because the contractor could not supply it, but because it was impossible to put it on board on the time specified in the contract for want of hatchways. He trusted that when the next contract of a similar character was made, the interest of British Columbians would be consulted, and that the Postmaster General would give these matters his

Mr. CAMERON.

consideration, and see that justice was done according to the spirit of the contract. In conclusion, he maintained that a better boat should be employed in the service.

Mr. DEWDNEY said that was the steamer they had come down by previously to the Session, and he contended that she was a good steamer. He did not know of a steamer run by the present company that was not a first-class boat.

Mr. DECOSMOS pronounced the steamer to be unseaworthy. Her boats were not sufficiently numerous for the passengers she carried, nor had she sufficient accommodation. Another disadvantage she possessed was, that she was not suited to the carrying of coal.

The item was carried.

Item No. 124, appropriating \$4,200 for steam communication with the Magdalen Islands, was adopted without discussion.

On item 125, appropriating \$15,000 for winter service by steamer between Prince Edward Island and the mainland,

Mr. TUPPER asked what was proposed to be done in regard to that service?

Hon. Mr. MACKENZIE said they were endeavouring to make some arrangements for a steamer. They had not absolutely decided whether to purchase or construct a vessel, but the indications at present were that they would purchase a steamer.

On item 133 appropriating \$21,700 for the Quebec River Police,

Mr. LANGEVIN asked for the details of the reduction of \$6,500 on this service. He wanted to know what change was to be made in the *personnel* of the force?

Hon. Mr. CARTWRIGHT said the Minister of Marine considered a smaller force would be sufficient, but as the hon. gentleman was absent he could not give any particulars as to the reduction.

The item was carried.

Item 134, providing \$500 for the removal of obstructions in navigable rivers being taken up,