

them were never used. The Intercolonial Railway could not be managed differently from other lines, simply because it happened to be a Government work. It was a courtesy always exchanged between railway superintendents. The Government had appointed the most efficient man that they could secure as manager for the Intercolonial Railway, and it was utterly impossible for the head of the Public Works Department to interfere in a matter which was a specialty and wholly apart from the duties of his office. The management of the railway was one of those executive acts that must be in the hands of one man, who was all powerful for the time, and who was educated up to the position and was master of the situation. Therefore, the Government could have taken no other course than that which they had pursued. In regard to the palace car, he (Mr. Scott) had been startled at the smallness of the cost—some fifteen hundred dollars or less—but the car was an old one that had been repaired and divided into compartments for the convenience of the Manager, whose car was his office while he was on the road. He had no doubt full information would be furnished next session.

The motion was withdrawn.

QUEBEC HARBOR AND PILOTAGE ACT.

Hon. Mr. PELLETIER moved the second reading of the bill to amend the Quebec Harbor and Pilotage Acts of 1873. He said the object of the bill was simply to give the Commissioners power to collect duties on goods coming to Quebec by land from the United States. They had power to collect dues on goods coming from beyond the sea, but not on goods coming down the river or by land. As the measure had the approval of the Board of Trade of Quebec, and of the residents of that city generally, he supposed there could be no objection to it.

Hon. Mr. FERRIER wished to know if it would affect the North Shore Railway which would be opened next year, and which would not use the harbor at all?

Hon. Mr. PELLETIER said the bill would only impose dues on goods landed and to be consumed in the City of Quebec.

Hon. Mr. FERRIER wished to know if it exempted all the goods coming from the United States by the North Shore Railway?

Hon. Mr. PELLETIER said they would have to pay the same as goods coming by the Grand Trunk Railway or landed in Quebec in any other way.

Hon. Mr. RYAN said if anyone would refer to the second section they would see that a great change was contemplated in the taxation on tow boats. There had been

two influential petitions from Quebec against this amendment. In the winter season a great deal of traffic passed into Quebec from Lewis by the ice bridge, and at all seasons there would be a great deal of traffic by the North Shore Railway, and as all this traffic would have to pay these dues to the Harbor Commissioners of Quebec, it would be seen they were a very favored corporation. They had given a good deal of dissatisfaction in Quebec, and he believed the patronage they had dispensed was greatly controlled by the Government, who nominated a majority on the commission. He mentioned this as a reason why he objected to placing such extensive powers in the hands of those commissioners. The petitions to which he had referred were signed by a large number of the leading shipowners and merchants of Quebec. He would like to hear an explanation from the Minister of Agriculture as to the manner in which those dues were to be levied.

Hon. Mr. PELLETIER said the gentlemen who had signed the petitions referred to, had withdrawn their opposition after becoming acquainted with the provisions of the measure. If the citizens of Quebec were unanimous in their approval of the bill, he did not suppose this House would prevent them from imposing this tax upon themselves.

Hon. Mr. MACPHERSON said this argument was a very dangerous one, because it would introduce sectionalism into our legislation, down to the smallest and most objectionable degree. He confessed he was very reluctant to increase the power of the Harbor Commissioners of Quebec. He could not forget that the powers with which they had been entrusted had been improperly exercised in the past. The taxing of all that entered the city by a railway which did not touch the harbor at all in winter or summer, was a questionable policy, and it would be injudicious to enact such exceptional legislation without greater consideration than the Senate had an opportunity of giving the bill during the present session.

Hon. Mr. SCOTT said this measure was necessary to enable the Harbor Commissioners to raise sufficient revenue to pay the interest on the debt of the harbor. It was thought only fair to raise it on all goods entering the city, since the improvement in the harbor benefited all classes of the community alike.

Hon. Mr. SKEAD asked if the lumber and timber from Ontario would be subject to those dues, while lumber and timber from the Province of Quebec would be exempt from them?

Hon. Mr. PELLETIER said not at all;