

sible to cross without going further up, where it would be necessary to cross all the rivers running into it. That was the reason why he abandoned the southern route.

Hon. Mr. AIKINS said the difficulty was in crossing the Little Saskatchewan at the Cart Trail, but there was evidence that twelve miles south of that point the banks entirely disappeared, and the crossing was good. Mr. Fleming was not aware of that until it was brought out in evidence.

Hon. Mr. REESOR said he remembered hearing Mr. Fleming state in his evidence that he was so convinced of the large expense that would be incurred by locating the line south of Lake Manitoba, he was satisfied he would have been condemned if he had selected that route.

Hon. Mr. AIKINS said the evidence showed that Mr. Fleming had never been at the crossing twelve miles south of the Cart Trail, where the crossing was good.

Hon. Mr. BROWN said all this only confirmed the conclusion at which he had arrived—that this was one of those questions on which doctors would differ to the end of time. The Government had used the utmost diligence to obtain the best route, and he thought it was quite unjustifiable for members to assail them.

Hon. Mr. MILLER said the report was remarkable for its mildness. The object of framing it in that way was to avoid anything like a partizan discussion in the committee or in the House. No sooner was it read in the House than the honorable Senator from Toronto rose and said, "Here is a point for the Government." The honorable gentleman not only made the point, but openly declared it was too good an opportunity to lose, to put a misconstruction upon it. The report was a compromise which it was hoped would be acceptable to both sides, and it was presented without a word calculated to provoke such a discussion as the honorable Senator had raised.

The report was adopted on a division.

#### DELAYED BILLS.

Hon. Mr. MILLER called attention to the fact that at the last sitting of the session but one, several important measures had been presented to this House that could and should have been submitted at an earlier period. There were the weights and measures bill, the tariff bill, and other important bills brought down with the intimation that Parliament would be prorogued to-morrow. It looked very like as if those measures were held back to the last hour in order that there could be no discussion on them. He had never known such a course to be pursued before, without some

intimation being given beforehand by the Government as to what date they would be prepared to prorogue Parliament.

Hon. Mr. SCOTT said he thought if a fair and candid enquiry was made as to the mode in which the measures had been brought up from the Lower House this session and last year, the conclusion would be reached that in no session had so many important bills come down at so early a period. It had been said in previous years that bills had been sent up to this House in baskets to be passed when the guns for prorogation were actually firing. Several of these bills would have come down earlier had other matters not been under consideration in the Lower House. He was quite satisfied if honorable gentlemen had intimated the time was too short for the consideration of those measures, and he had informed the Premier that they would prefer to sit on Monday and Tuesday, he would have gratified honorable members. He had drawn a different conclusion, however, that honorable gentlemen were extremely anxious to get away in consequence of the length of the session. A very thorough discussion had taken place on every possible question, and in no two or three sessions previous had so many notices been placed on the paper on such a variety of subjects.

#### QUEBEC HARBOR AND PILOTAGE ACT.

Hon. Mr. PELLETIER moved the House into Committee of the Whole, on the bill further to amend the acts to provide for the management and improvement of the harbor of Quebec, and the Pilotage Act of 1875. He said he desired to move an amendment which, he thought, would meet the views of the honorable member from Ottawa, respecting the lumber and timber trade. It was as follows:—

The second clause—line 30—After "tons" insert "and so much of the said section of the said act as is in the following words: on all goods, wares and merchandize of any kind whatsoever, including timber, lumber, and wood goods of every kind, imported into or exported from the port of Quebec by sea, to or from any place out of the Province of Quebec, at the rate of one-tenth of one per cent. on the invoice value thereof;" is hereby repealed and the following substituted therefor: "On all goods, wares, merchandize, including timber, lumber, and wood goods of every kind imported into or exported from the port of Quebec by sea, to or from any place out of the Province of Quebec, and on all such goods, wares, and merchandize, imported into or exported from the said port of Quebec, to or from the