

I find, that the exports for 1880, were valued at \$12,856,000, the whole of which would have been entered for consumption under the previous mode of compiling the figures before the imposition of the duty; and these exports for 1881 were valued at \$7,210,000; and for 1882, at \$8,179,000—all of which would have been entered at the Custom House for consumption prior to the imposition of the duty in 1879; so I think that in order to have the report give as true an account of the state of the trade as possible, it had better be amended in this respect. I beg to move in amendment:

"That after the word 'Canada' at the end of paragraph 1, the following words be added:—"the total quantities of grain and products of grain imported,"—and at the end of paragraph 2 the following words:—"also Statement of quantity of grain and products of grain exported during the same year."

Sir LEONARD TILLEY. I do not know whether the mover has any objection to this proposition, but I have not, as it will present the case so far as the real imports we have consumed are concerned. I think it will be found apparent, when the figures come down, that the result, if it is so properly shown, will be that we have an increased market for our own products under the operation of the Tariff.

Motion, as amended, agreed to.

MONTREAL HARBOR COMMISSION.

Mr. DE ST. GEORGES (Translation), in moving for a copy of an Order in Council passed on the 26th July, 1882, confirming a by-law of the Montreal Harbor Commission, said: Mr. Speaker, in making this motion, I wish to draw the attention of the House and of the Government to the fact that according to the by-law passed by the Montreal Harbor Commission, and approved of by a Minute in Council dated 26th July, 1882, the pilots find themselves in a very different position from what they were under the Pilot Act of 1873. If you will glance at that Act you will find that it is entirely different from the by-law passed by the Harbor Commission. If the House will allow me, I will read a part of the request which was presented to the two Ministers of the Crown who received the deputation. I will read that portion which explains the by-law:

"Article 85 is hereby amended in adding to it the following, which hereafter will form part of the said article, and which will read as follows: That is to say, and if such accident consists in the sinking or striking of any ship in charge of a pilot, such pilot will be, *ipso facto*, suspended in the exercise of his functions as pilot until the cause of such accident has been investigated, and until the decision of the Harbor Commissioners has been given, and for such further time as may be determined by the Commissioners in the decision. And in such case the pilot must also surrender his license as pilot to the Harbor Commissioners at the time required by this Article.

"That this new Article, number 142, subjects the pilots to an absolute arbitration, and appears contrary to the Pilotage Law;

"1. As long as this Article continues in force the pilot, immediately after the aforesaid accident, must immediately quit the ship, being, *ipso facto*, suspended in the exercise of his functions. He should not and cannot remain on board of the ship, having no longer any right to remain on board of her.

"2. Provided that this *ipso facto* suspension, until the accident has been investigated to ascertain the cause of it, and that without any delay being assigned, may be perpetual or indefinite, the pilot will be deprived of his right to exercise his business, even if he is not in any manner at fault.

"3. In view of the fact that the deposit of his license, simultaneously with the deposit of his report, which he should make under such circumstances, will be, *ipso facto*, an abdication of his rights as pilot, even should no blame, no judgment, no fault exist.

"4. In view of the fact that the principle contained in this 142nd Article is essentially different from the Pilotage Act of 1873, and to common right, and specially opposed to that contained in clauses 29, 31, and 35 of said Pilotage Act of 1873, which clauses determine on what conditions the pilot retains his commission, how and when he should surrender it, and for what causes he should surrender it.

"That the enforcement of this Article 142 will have for immediate result considerably increase the slowness of navigation.

"In view of the fact that this will have a tendency to paralyze the activity of pilots."

"Thus if it happens that a pilot in charge of a steamer, whether skilfully or otherwise, runs her aground to escape

Mr. CHARLTON.

a greater danger, he is obliged, as soon as the steamer under his control has struck or sunk, to give up his license, to go to Montreal, place that license in the hands of the Harbor Commissioners, awaiting the decision of the Harbor Commissioners, which may remain pending for two, three or four months. There is also another matter which is well understood: that a pilot is very often at the mercy of the crew, which is influenced by the Commissioners. Very often the crew is disposed to give testimony against him. It is often interested in doing so to save either the captain or some member of the crew. Under clause 142 of the by-laws of the Harbor Commission approved by Order in Council of 20th July, 1882, the pilot is entirely at the mercy of the crew and Harbor Commissioners, for as soon as the vessel is sunk he is deprived of his functions and he abandons all rights in the ship which he had charge of. I will observe, *en passant*, Mr. Speaker, not because they are political friends of mine, because I must candidly admit that the pilots voted against me, but I ought to acknowledge that the Corporation of Pilots is composed of perfectly qualified men, and if the Government does not give them the protection to which they are entitled, if the Government yields to the pressure of the upper commerce of Montreal, if they yield to the demands of the Harbor Commissioners, the pilots will be discouraged, insurance companies will be discouraged, and commerce and the general good will suffer. As I just observed, it may probably happen the pilot may skilfully run a vessel aground in order to avoid a greater disaster, but in such case he must surrender his license and be deprived of his vocation. At Quebec the regulations are not the same. According to the Federal Law of 1873 a pilot only forfeits his license after conviction. But to-day, according to the regulation about which I have been speaking, he is considered guilty the moment the vessel strikes either a shoal or sand bar. This is altogether unjust. If I am rightly informed, a deputation waited on the Ministers some time ago, and I believe I may say that they expressed the same views which I enunciate to-day to the hon. gentleman. I think it is entirely unjust to condemn a man before he is tried, and I trust the Government will duly make this Order in Council. As I observed, the object of my demand, has been to draw the attention of the House, and of the Government, to this question, and I think I have said enough to convince them of the justice of the claims of the pilots.

Sir HECTOR LANGEVIN. (Translation). Mr. Speaker: In reply to the hon. member, I may say that I have already seen some of the members of the Harbor Commissioners of Montreal, and that I brought under their attention some of these regulations, and particularly the one to which he refers. I have reason to believe that the Commissioners realize that these regulations must be amended. I give this information to the hon. member, and the hon. member having attained his desired end, I trust that he will withdraw his motion.

Mr. De ST. GEORGES. In view of the explanations given by the hon. Minister of Public Works, I think I should withdraw the motion.

Motion withdrawn.

It being Six o'clock, the Speaker left the Chair.

After Recess.

IMMIGRATION INTO BRITISH COLUMBIA.

Mr. BAKER (Victoria), in moving for all correspondence of recent date between the Government of the Dominion and the Government of British Columbia, and all Orders in Council on the subject of immigration into that Province, said: I may say that this matter has already been touched