

THIRD READINGS.

The following Bills were read a third time :

BILL to incorporate certain persons under the name of the Upper and Lower Canada Company.

BILL to regulate the presidency at public meetings in Roman Catholic Parishes in Lower Canada.

BILL to incorporate the Village of Victoriaville, in the County of Arthabaska.

BILL to extend to Parishes, Towns and Municipalities, the Act authorizing the establishment of Joint Stock Gas and Water Companies.

SECOND READINGS.

The following Bills were read a second time :

BILL respecting the Territorial Division of Upper Canada.

BILL to amend the several Acts incorporating the City of Montreal.

BILL to restrain the issue of Licenses for the sale of Intoxicating Liquors.

WINTER HARBOR BELOW QUEBEC.

Hon. Mr. TESSIER presented the report of Committee on the establishment of a Winter Harbor below Quebec, which was ordered to be printed for the use of members.

The House then adjourned.

LEGISLATIVE ASSEMBLY.

QUEBEC, Wednesday, May 16, 1860.

Mr. SPEAKER took the Chair at Eleven o'clock, A. M.

REPORT OF COMMITTEE OF SUPPLY.

Hon. Mr. GALT moved the adoption of the report of the Committee of the Whole on Supply.

Hon. Mr. ROSE proceeded to explain the object of the Government in purchasing certain vessels of Mr. Baby, and the nature of the transaction. In 1854 the Government formed a contract with Mr. Baby to provide facilities for towing merchant vessels up the St. Lawrence, from the want of which great inconvenience was at that time experienced. But owing to the fact that valuable cargoes were now brought up the river chiefly by steamboats that necessity no longer existed, and the Government deemed it good policy to cancel their contract, and take the steamers off the hands of the contractors. It was not advisable, however, to dispose of the vessels immediately, as if those boats were taken off the river no means would exist for the performance of the lighthouse service. There were no other vessels at present on the St. Lawrence capable of performing that service, and the attempt last year to hand it over to be performed by private competition had proved a failure. The terms on which the contract was concluded were most favourable to the country. The original cost of the whole five vessels was £90,000 sterling, and they were purchased by the Government, in a condition as good as new, for £56,386. He believed they could now be sold for nearly their original cost. By cancelling this

contract there was an annual saving to the Province of £11,300. It was the intention of the Government to employ these vessels at present in the lighthouse service below Quebec, and occasionally for other purposes. The two largest vessels would supply the lighthouses and also carry freight and passengers. The same services that would be performed by these boats would, had the contract been continued, have cost the Province £25,000 per annum, and under the present arrangement would be performed for about £10,000. It was intended, however, to dispose of the vessels as soon as their merits could be made known where they were likely to be appreciated, and in October next the whole of the vessels would be sold; but it was obviously inexpedient to sell them at a sacrifice or at a time when the services they performed could not be secured by private enterprise.

Hon. Mr. BROWN moved in amendment "that the said Resolutions be not now read a second time; but that it be resolved that this House disapproves of the Government purchasing five steamers from Mr. Baby at a cost of £225,554, and views with regret and alarm the declared intention of the Government to run the said boats, or a part of them, at the expense of the Province.

Hon. Mr. SICOTTE thought it an exceedingly disadvantageous arrangement for the country which had been entered into by the Government. It would have been better for the Government to have allowed the contract to have run out and to have paid the subsidy as it fell due. He had the opinion of Mr. Allan, President of the Montreal Steamship Company, and various merchants in Quebec, that none of the boats, with the exception of the *Lady Head*, were worth more than the iron of which they were constructed, and that it was not possible to render them available for commercial purposes.

Hon. Mr. ROSE said he had had \$5,000 offered for the very worst of the boats no later than yesterday.

Hon. Mr. CAUCHON said the opinion of Mr. Allan in regard to these boats was of very little value, as his experience in shipping had been wholly in relation to another branch of the business.

The House divided.

YEAS:—Messrs. Aikins, Bell, Biggar, Bourassa, Brown, Burwell, Malcolm Cameron, Clark, Connor, Cook, Dorion, Dorland, Finlayson, Gould, Harcourt, Howland, Laberge, Laframboise, Lorranger, Mattice, A. P. McDonald, McDougall, McGee, McKellar, Mowat, Munro, Notman, Patrick, Walker Powell, James Ross, Rymal, William Scott, Short, Sicotte, Somerville, Wallbridge, White, Wilson, and Wright.—39.

NAYS:—Messrs. Abbott, Alleyn, Archambault, Baby, Beauvieu, Benjamin, Buchanan, Burton, J. Cameron, Carling, Caron, Attorney General Cartier, Cauchon, Chapais, Cimon, Daly, Daoust, Dionne, Drummond, Dufresne, Dunkin, Fortier, Fournier, Galt, Gaudet, Gill, Harwood, Heath, Holmes, Labelle, Lacoste, Langevin, Laporte, Lemieux, Loux, Macbeth, Attorney General