

from which it appeared that flowers and plants were to be found a thousand miles West of Fort Garry of a similar character to those growing naturally about Belleville, so that the climate might be assumed to be much the same.

Hon. Mr. DEVER said he had only a few observations to make, and first that from the adverse remarks of hon. gentlemen from whom he was often obliged for information, he must say that he was led to think very unfavorably of this bill; but since that time he had come to look upon it as a very wise and cautious measure. He held that there was very little prospect that a work of this kind should be commenced and not carried out. He spoke with some earnestness on this matter, because the people of the Lower Provinces would look on this roadway as a national one, which would be built out of the revenue, especially in view of the fact that the people were heavily taxed, so much so that they were about as far as they could arrive at. They could not afford any more taxation until the population was increased. It would be necessary to go on cautiously. Taking this view, he was disposed to support any measure involving but little expenditure, and tending to public welfare, no matter what Government was in power. He might also say in reference to the Baie Verte Canal, it would be highly in the interest of his Province that the loop should be completed. It was a national matter, one that should be recognized as a Dominion work. It had also been pointed out that the Intercolonial road to New Brunswick was a national work, and it was one of those works that Canada must have in order to carry out the great union. In the great work of constructing the Pacific Railway, it was essential to keep in view that there was no intention to go to any gigantic expenditure, but only as the revenue of the country increased the work should progress. He hoped the Government would act with energy as well as with due caution in the undertaking.

The Committee then rose, and the bill was reported without amendment, read a third time on the motion of the Hon. Mr. SCOTT and passed.

MONTREAL HARBOUR COMMISSION.

The House again went into Committee of the Whole on the Montreal Harbor Bill, which, after some slight additional amendments, was reported, read a third time, and passed.

[The House of Commons concurred in

most of the amendments made, and, as it now stands, the present elective principle is restored to the Board of Trade, the Corn Exchange and the Corporation, but the former body are to return only one member, thus giving the Government the majority.]

Hon. Mr. WILMOT then moved the third reading of the Albion Mines Savings Bank Bill, which was carried unanimously.

The House, after eight, having disposed of its business, adjourned during pleasure and, finally, to meet at two on Tuesday, for prorogation.

TUESDAY, 26th May.

This day, at THREE o'clock, P. M., His EXCELLENCY THE GOVERNOR GENERAL proceeded in state to the Chamber of the Senate, in the Parliament Buildings and took His Seat upon the Throne. The Members of the Senate being assembled, His Excellency was pleased to command the attendance of the House of Commons, and that House being present the following Bills were assented to in Her Majesty's name by His Excellency the Governor General, viz:—

“An Act to amend the Act respecting the construction of the Intercolonial Railway.”

“An Act to amend the Act respecting the prompt and summary administration of Criminal Justice in certain cases as respects the Provinces of Nova Scotia and New Brunswick.”

“An Act to amend the Act to incorporate the Canadian and Great Northern Telegraph Company.”

“An Act to amend the Act to incorporate the Caughnawaga Ship Canal Company.”

“An Act to Consolidate the Mortgages and other Preferential Charges of the Grand Trunk Railway Company of Canada, and for raising further capital and for establishing a superannuation and provident fund association, and for other purposes.”

“An Act to incorporate the Niagara Grand Island Bridge Company.”

“An Act to amend the Act to incorporate ‘La Banque d’Hochelaga.’”

“An Act to continue for a limited time certain temporary provisions in the Act respecting the admission of Prince Edward Island into the Dominion.”

“An Act to amend the Pilotage Act, 1873.”

“An Act to exempt Transports from Port and Harbour Dues.”