

250 tons and all steamers, the number of vessels which will be obliged to pay pilotage dues will be very small. I suppose it is not a serious matter, but the fees of the pilots of the Lower Provinces will be very greatly reduced.

HON. MR. KAULBACH—We have no pilots in our harbor; we have such a good harbor that none are necessary.

HON. MR. ABBOTT—As a matter of course, it will affect the fees of pilots, but after all pilots are made for trade, not trade for the pilots.

The motion was agreed to, and the Bill was read the second time.

The Senate adjourned at 6.10 p.m.

THE SENATE.

Ottawa, Friday, May 9th, 1890.

THE SPEAKER took the Chair at 3 o'clock.

Prayers and routine proceedings.

THIRD READING.

Bill (No. 147) "An Act respecting the Hereford Railway Company and the Maine Central Railway Company."—(Mr. Cochran.)

DISCRIMINATION IN OCEAN FREIGHTS.

ENQUIRY.

HON. MR. POWER rose to—

Ask the Government whether or not it is proposed to insert a clause in any contract for the carrying the mails between the United Kingdom and Canada, to the effect that higher freights shall not be charged on goods carried from the United Kingdom to a port of call in Canada than on similar goods carried to the final port of destination in the United States?

He said: The question which I ask involves a matter of some considerable moment, more particularly to the mercantile community in the lower Provinces. It has been suggested and urged by a great many writers and speakers that the lines of steamships which are subsidized by the Canadian Government should make their terminal harbors in Canada during winter as well as during summer. I do not my-

self urge that we should go as far as that, because it occurs to me that the subsidy which would be required to secure the services of a good line of steamers to make their summer and winter termini in Canada would be very large; but this practice exists in connection with those lines of steamers, that they charge a much higher freight on articles brought to an intermediate port in Canada than they do upon the same article brought from England to a port in the United States. In order to illustrate: the Allan steamers sail from Liverpool and come *via* Moville to Halifax, and from Halifax to Portland or Baltimore, and some years to Boston. They actually charge so much higher rates for freight and merchandise for Halifax than for the ultimate port of destination that the merchants and importers from Halifax have found it to their advantage to let the goods go to Portland and Boston and then have them brought back to Halifax by steamer. One case I remember which illustrates the practice; the freight on hardware from Liverpool to Halifax was 27s. 6d.; the freight from Liverpool to Boston was only 17s. 6d., and the freight from Boston to Halifax was only 4s. 6d., so the hardware merchants allowed their goods to go from Liverpool to Boston and then had them transhipped and brought back to Halifax by steamer, and saved some 6s. in freight. That is clearly a state of things that should not be allowed to continue, and I think a line of steamers subsidized to the extent of \$140,000 a year should certainly not be allowed to charge more for freight from Liverpool to Halifax or St. John than for freight to Boston, Baltimore, or Portland. I may say that there is a precedent for adding the thing that is suggested by my enquiry. Some years ago, when Sir Leonard Tilley was Minister of Finance, a contract was entered into by a line of steamers running to Germany, and this provision was inserted in the contract made with that company. I do not think that it is too much to ask that a similar provision should be inserted in any contract, whether temporary or permanent, which is made with the Allan Company or any other company for carrying the mails between England and this country, and I hope that the Government will take steps in the future to see that this very serious abuse is remedied.