

Mr. VAIL. There is a large increase, \$740, at Truro.

Mr. BOWELL. There will be a still larger increase.

Mr. VAIL. I am sorry to hear it; there is no necessity for it.

Mr. BOWELL. The hon. gentlemen evidently does not know what business is done at the port, or he would not say there is no necessity for it. The officer who was there filled a number of different offices, and received only \$500 a year from the Customs. He collected \$61,000 or \$62,000, and that was the cheapest port in the whole Dominion, in proportion to the collections. But we found, when a thorough inspection of the port was made, that there had been gross irregularities—I do not say they were wilful irregularities on the part of the officer, but they arose because he did not give his whole time and attention to the business. I intimated to him that he must give his whole time to the business and I would increase his salary, or he would have to retire. Being over age, he asked to be allowed to retire, and he was superannuated on the basis of his salary of \$500. I had to appoint officer Nelson, and give him a salary sufficient to enable him to give his whole time to the business. I have also increased the salary of the clerk, from \$500 to \$600, making a total increase for the port of \$740. That, however, includes an increase for preventive officer McCurdy on the coast, from \$60 to \$200. I shall have to appoint a packer at, perhaps, \$400 a year, in addition, because we are insisting on the work being done at Truro as it is being done at Halifax. The increase of \$700 or \$1,000 will be more than compensated for by extra collections due to increased vigilance, and the prevention of smuggling, which has been going on at Truro to an enormous extent.

Mr. VAIL. I do not think \$200 increase will be wasted if smuggling is prevented. Truro, however, is an inland place, and is very different to a seaport. The goods must come to it over a railway. I do not see why it is necessary to have an extra officer. I am quite satisfied that if the collector of Customs had attended to his duties a year or two ago these irregularities would not have occurred, in an inland place like that. It is true that some of the merchants at Halifax state that the people in the country could get their goods at half the rate of duty, and that there was no use of them applying to head-quarters, because they could not get redress. I do not, however, pay much attention to that, because I think they are apt to complain when there is no occasion for it, and I think the people of the country have a right to have their goods entered at whatever places they choose.

Mr. BOWELL. The port of Brantford is an inland town, but they collect the sum of \$142,841 a year. St. Thomas is an inland town, and it has run up, since I have been in office, from an outport, with a \$500 officer, to a port of three or four officers, and collections of from \$60,000 to \$100,000; but it is a distributing point for that section of country, and Truro is in the same position. As the hon. gentleman says, the merchants of Halifax have complained, and very properly, because goods were entered at that port, without any investigation or examination, and the result has been that goods were imported and sold at much lower rates than the honest importers were able to do. I am surprised that the hon. gentleman should find fault that a great importing city like Halifax—

Mr. VAIL. I am not objecting.

Mr. BOWELL—should find fault because I am trying to put Truro, which is an inland port and a distributing point, in such a position that frauds will be prevented, I do not believe there are more honest importers than those of the city of Halifax, in the Dominion, and they deserve protection. The hon. gentleman says that merchants have a right to import and enter where they please. That is true,

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but if they import at Truro there should be a sufficient staff of officers to prevent the honest importer from being defrauded of his rights.

Mr. VAIL. Then, as to Yarmouth?

Mr. BOWELL. The collection and importations have increased there very much. The collections amount to \$115,527, and I have found it necessary to add another officer at that port, but the increase is not to the extent that appears. The same remark applies to this place as to Annapolis. There was one office last year, which I did not deem it necessary to fill till this year. The present collector does not receive the same salary as the old one, but \$200 less, and we have had to add the additional officer to whom I have referred, and a gauger, on account of large importation of oil and liquor.

Mr. WATSON. I notice that in Manitoba there is a decrease of \$5,200, there being increases in some items and decreases in others. Perhaps the hon. gentleman will explain about Emerson.

Mr. BOWELL. The great decrease in Manitoba arises from this cause: that during the boom there were very large importations, and it was necessary to put a large number of officers on the staff. Now, as the Canadian Pacific Railway is being opened from Port Arthur to Winnipeg, a large quantity of goods, which formerly went through the United States in bond and had to be examined at Emerson or Winnipeg, now go through by that road, and the extra staff is not required. I am now reducing the number of those officers as fast as possible. There is also the fact that we made outports of Portage la Prairie, Regina, Brandon and Calgary, for the accommodation of the settlers and business men of those places. Importations are now coming in, to a large extent, by railway, which formerly came in from Fort Benton by the trails to Fort Macleod, and the collections in those particular localities are falling off. The officers of the Mounted Police act for us, for which they receive a percentage—formerly 10 per cent., which I cut down to 5 during the railway boom, when they were making, as I thought, too much money. Taking the increases in the staff at Emerson, and the transfers, as against the decreases, there is a net decrease of \$5,200.

Mr. WATSON. Has the hon. gentleman any intention of establishing an outport at Minnedosa, the present terminus of the Manitoba North-Western Railway? It is 78 miles from Portage la Prairie, and there is a great deal of business done there, and it would be a great convenience to the people.

Mr. BOWELL. I have no intention, at present, as the matter has never been brought to my notice. I may tell the hon. gentleman that, as far as possible, I resist all applications for outports, except where it is absolutely necessary, and every outport established not only adds expense to the Department, but opens the door to the possibility of greater frauds, because we must appoint men at low salaries, at which we cannot get the very best class of men who are acquainted with the business. But if the trade should justify the opening of a port at Minnedosa, we will do so.

Sir RICHARD CARTWRIGHT. The vote of \$6,000 for the North-West Territories does not show the allowance paid to the Mounted Police.

Mr. BOWELL. There is a reduction of \$2,000 on last year, owing to the reduction in the collection of duties by the Mounted Police, and a reduction in the percentage paid from 10 to 5 per cent.

Mr. BAKER (Victoria). I desire to ask the hon. Minister what occasions the reduction in the permanent salaries of the port of Victoria. Last year the amount was \$17,596, while this year it is \$16,596, while that for New West-