

referring to these Territories. The bill proposed to confirm whatever has been done by the Governor General in Council, so far—Motion carried.

Hon. Mr. CAMPBELL moved the second reading of the procedure in Criminal Cases Law Amendment Bill.—Carried.

On the order for the consideration of the fifth report of the Joint Committee on Printing,

Hon. Mr. SIMPSON said he thought it should be discussed in the Commons before being dealt with here, as it affected the public purse. He therefore moved the order be now discharged and taken up on Monday—Adopted.

Hon. Mr. CAMPBELL moved the second reading of the bill from the Commons, respecting wrecks and salvage. Carried. The House went into committee on the bill, some of whose clauses suggested amendments and discussion. After recommendations from Hon. Mr. LÉVELLIER DE ST JUST and other members, on motion of Hon. Mr. CAMPBELL, the Committee rose, reported progress, and asked leave to sit again.

On motion of Hon. Mr. CAMPBELL, the bill to provide for the improvement of the St. Lawrence between Quebec and Montreal was referred to committee, and reported with an amendment, correcting the error as to the date of the commencement of the sinking fund, which is to be July, 1878, instead of 1873.

THE POSTAL SERVICE.

Hon. Mr. CAMPBELL moved the second reading of the Ocean Mail Service Bill. He explained its main features, saying a contract had been made with the Allan Company for five years' service, on better than the old terms. The amount henceforth to be paid is \$96,000 per annum less than formerly, and in the next place the class of steamers is to be improved; the space is to be increased, with better accommodation for passengers.

Hon. Mr. FERRIER said he hoped that before the five years were out, the Postmaster General would advertise for tenders for this service. He thought it might be done on better terms to the country.

Hon. Mr. CAMPBELL, assenting was understood to say he had no doubt the receipts from ocean postage would quite equal the expenses by the end of five years.

In reply to Hon. Mr. MACPHERSON, Hon. Mr. CAMPBELL said the Government could revise or renew the contract

any time before the expiration of the five years.

Hon. Mr. MACPHERSON thought it was best to keep ourselves free, with a view to encouraging the competition of various steamship lines, and making the best bargain for the country.

Hon. Mr. CAMPBELL said there was no line running to Portland in the winter but the Allan.

Hon. Mr. MACPHERSON replied, that so long as it was favored, as at present, there would be no other line.

Hon. Mr. CAMPBELL did not think it would be advisable to send the mail by any steamer going. The Allan steamers were so good that a great deal of foreign mail matter was sent by them. He believed it would be always desirable to have one good line of steamers.

Hon. Mr. MACPHERSON also desired first class steamers, while convinced we should do all in our power to encourage various lines by our route.

Hon. Mr. FERRIER said the Dominion line ran one steamer a fortnight, during last winter. They were now building three or four first class steamers for our regular route to Quebec, which were well advanced to completion. They would come to Portland in winter, weekly. The Grand Trunk Railway would be able to freight a couple of steamers a week, when they got everything in order as they soon expected. His reason for speaking on the subject at present was to put the Postmaster-General in possession of the facts for his guidance. With five new steamers and four on the route at present, he expected the company would shortly be able to make a weekly trip to Quebec or Portland. He hoped, therefore, the Government would be in a position to ask for tenders before very long.

Hon. Mr. McMASTER said it was a great pity tenders were not asked for on the present occasion. He had no doubt that if the company referred to by the hon. gentleman from Montreal (Mr. Ferrier) had been free to participate in the mail service, it would have been willing to contract to carry the mails once a week. A second mail would be a great convenience to the trade of the country, in reducing freights and otherwise. He hoped the actual contract would not be continued for five years.

Hon. Mr. LÉVELLIER DE ST. JUST believed this bill should receive better consideration, for it might deter intending competitors with the Allan Line from coming forward. The abandonment of the idea of competition would destroy our hope of cheapening freight and pas-