

dated. In his opinion the party who held the note should look after the endorser, otherwise the endorser might get no notice at all. There were certain portions of the bill that he concurred in, but he could not agree with the alterations that would change the whole policy of commercial affairs, and do away with an established principle which had existed for all time.

Hon. Mr. BUREAU could see no use in sending a notice to the place from which the bill was dated, when in three days after the bill would be protested. The bill would be a dead letter, as the courts would decide there was no jurisdiction; the Constitutional act and articles of the Code would show that plainly. He had no objection to portions of the bill, and would consent to the abolition of stamps, which gave little revenue after all. Persons who omitted to affix stamps were exposed to loss.

Hon. Mr. CAMPBELL did not think there was anything in the hon. gentleman's objections to the bill. The Civil Code included very many subjects which were properly within the privileges of Parliament, as well as many not within them. With reference to the former it was quite open to Parliament to change the code; and among other subjects within the powers of Canada was that upon which they were legislating. The bill intended that the endorser should put his address on the back of the note, so that it might be sent to him.

After some further discussion, the amendments were agreed to, and the bill referred to Committee of the Whole, in which some further changes were made, the time for the commencement of the operation of the act being fixed for the 1st of August.—It was then read a third time.

THIRD READINGS.

The following bills were reported by the respective Committees, read a third time and passed.

Bill to incorporate the Ottawa Agricultural Insurance Co, with certain amendments.

Bill to incorporate the Alliance Insurance Association of Canada, with an amendment.

Bill to incorporate the Huron and Trent Valley Co.

Bill with respect to Permanent Building Societies doing business in Ontario.

Bill to incorporate the Rouge Boom Company.

Bill respecting the Militia, and to extend the present Act to Prince Edward Island.

Bill to incorporate the Montreal Credit Company, as amended by the Commons.

Bill to incorporate the Colonial Building and Investment Association.

THE SUPPLY BILL.

A message was received from the Commons, announcing the passing of the bill for granting to Her Majesty certain sums of money for the years ending 30th June, 1874 and 1875.

Hon. Mr. L'ETELLIER moved its second reading.

Hon. Mr. ALEXANDER rose to speak to the motion on the paper, respecting the Baie Verte Canal. He said as he had already made some remarks on the subject, he did not feel warranted in trespassing on the attention of the House. It being now within a very few hours of the termination of the session, he felt that the House would scarcely listen to any lengthy speech explaining why he had placed the motion condemning the expenditure on the Baie Verte Canal on the paper.

Hon. Mr. L'ETELLIER—Go on; we will listen.

Hon. Mr. ALEXANDER thought, perhaps, it might appear strange that in a discussion which related to works in the Maritime Provinces he again appeared to criticise an item for public improvement in that part of the Dominion; but he assured hon. gentlemen from those Provinces that he was looking at this as a financial question entirely. As to the principles which governed the legislation of the country in reference to public works, he had upon a former occasion ventured to express his views on that point, which, he believed, were assented to by all. He now, to illustrate what he meant, begged to refer to the construction of the Inter-colonial Railway which had already cost \$1,600,000. A number of gentlemen from the Maritime Provinces declared that the road was far from being properly placed as a commercial undertaking, and who thought that the road would not be of great commercial value to this country for a long period, while others doubted the wisdom of the construction of the road for a great highway. As to the Baie Verte Canal they had a report from the engineer of the country as to the difficulties of construction. It would cost, at least, \$30,000,000. This gentleman also declared that there were great difficulties in regard to the making of that canal—difficulties of a grave character. He would ask what would be gained by passing through that canal? Where would be the saving in time and distance? He contended that