

peg was very low, and the reason the Minister of Public Works had made the change in the advertisement was that it was impossible for the Government to make any contract with the monopoly on Red River; but it was believed by throwing it open to competition to private forwarders they would make better terms with the railway people. The result had proved that the Minister of Public Works was right, as the tenders received were considerably below the prices paid on a former occasion.

Hon. Mr. MACPHERSON said he noticed that the Red River Transportation Company's tender was \$15 per ton of 2000 pounds, and that the lowest through tender from Kingston to Red River was \$18, which would leave the difference for the lake freight. He had read a letter from a party the other day who stated he was prepared to offer to freight rails from Kingston to Duluth at \$2.50 per ton but for the change in the advertisement calling for tenders, and he (Mr. Macpherson) understood there were parties prepared to tender at \$1.50 or less per ton for the lake freight; so that the country had lost through the change of advertisement. He should congratulate his hon. friend from Hamilton (Mr. Hope) on the result. A great deal of skill had been displayed by the hon. Senator and his partners. The tender of his own company was \$22.50 per ton; Cooper, Fairman & Co.'s tender \$19 per ton; Neelon & Co., \$18 per ton. The latter were the lowest tenderers, and they doubtless were acting with the hon. gentleman from Hamilton.

Hon. Mr. SCOTT said the Minister of Public Works had got the lowest figure that had ever been offered, and he could not understand how the hon. gentleman from Saugeen could state there was somebody else willing to do it lower, but did not tender.

Hon. Mr. MACPHERSON said it was because the advertisement had been changed, and the parties had been restricted to tendering from Kingston to Red River. If the Government had left it optional with parties to tender from Kingston to Duluth, or to Winnipeg, they would have had greater competition than they had for the lake freight.

The House adjourned at 11.05 p. m.
Hon. Mr. Scott.

THE SENATE.

Friday, May 10th, 1878.

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 incorporate the Fishwick's Express and Merchants' Forwarding Company (Limited.)

An Act further to amend the Act intitled "An Act respecting the Public Works of Canada."

An Act to incorporate "La Société de Construction du Comté d'Hochelega" as a permanent Building Society, and for other purposes.

An Act respecting the Port Whitby Harbor Company.

An Act to provide that persons charged with common assault shall be competent as witnesses.

An Act to grant relief to the Canada Agricultural Insurance Company.

An Act to incorporate the Missionary Society of The Bible Christian Church in Canada.

An Act to amend the law respecting Deck Loads.

An Act respecting the Duty on Malt.

An Act to provide for the creation and registration of Homestead Exemption Estates in the Territories of Canada.

An Act to amend section sixty-eight of "The Penitentiary Act of 1875."

An Act respecting persons imprisoned in default of giving securities to keep the peace.

An Act to make provision for the wind-