

recognized in the public policy of the country, and not the kind of business principles which that rather fresh and verdant gentleman propounded in the Montreal district, when he put upon paper that phrase now so notorious and renowned.

The MINISTER OF PUBLIC WORKS. I never did that.

Mr. FOSTER. The public is very discerning, and it has fixed that phrase upon my hon. friend (Mr. Tarte), and it will always fix it on him.

The MINISTER OF PUBLIC WORKS. The hon. gentleman (Mr. Foster) fixed it, but the other fellow who tried to fix it has been fixed in jail, and if we did not take him out he would be there still.

Mr. FOSTER. And the discerning public pities the poor fellow who went to jail, and has fixed this phrase on my hon. friend (Mr. Tarte).

The MINISTER OF PUBLIC WORKS. And the hon. gentleman (Mr. Foster), in spite of fixing it, has not been able to make much progress in Quebec. In every county in which I have met him, he has been licked out of his boots, on the very principle that business is business, politically speaking.

It being Six o'clock, the Speaker left the Chair.

After Recess.

LAKE BENNETT AND KLONDIKE RAILWAY AND TRAMWAY COMPANY.

Mr. HAGGART moved that the amendments made by the Senate to Bill (No. 31) to incorporate the Lake Bennett and Klondike Railway and Tramway Company, be concurred in.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). I think that it would be as well that this should stand, if the hon. member is not particularly anxious that it should be dealt with at once.

Mr. HAGGART. No; I thought it was only a matter of formally concurring in the amendments.

The MINISTER OF RAILWAYS AND CANALS. There is one amendment made by the Senate which it would be scarcely possible to concur in.

Mr. HAGGART. Let it stand.

Mr. SPEAKER. The order stands.

MONTREAL ISLAND BELT LINE RAILWAY COMPANY.

Mr. BELCOURT moved that the amendments made by the Senate to Bill (No. 105) respecting the Montreal Belt Line Railway Company, be concurred in.

Mr. SPROULE. What are the amendments?

Mr. BELCOURT. Subsection 2 of section 1 is amended. The section originally read "A duplicate of the said deed of sale, duly ratified and approved." The words "duly ratified and approved" are struck out by the Senate. In section 5, subsection 1 of section 22, the last words "towards the St. Lawrence River" are struck out by the Senate. In subsection 2 of the same section, after the word "section" in the last line the words "of this Act" are added by the Senate, and this is done to prevent misunderstanding, because the word "section" is used both as referring to a section of the road and a section of the Act.

Amendment concurred in.

TORONTO AND HUDSON BAY RAILWAY COMPANY.

On the Order for consideration of amendments made by the Senate to Bill (No. 77) to incorporate the Toronto and Hudson Bay Railway Company,

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). There is a section added which appears to make a material change, and as it affects a number of sections in the Bill, I think it would be as well to let this Order stand until we can consider the amendments more fully.

Mr. SPEAKER. The order stands.

SECOND READING.

Bill (No. 147)—from the Senate—for the relief of James Pearson—on division.—(Mr. Sutherland.)

SUPPLY.

The House again resolved itself into Committee of Supply.

(In the Committee.)

Toronto Harbour—Works at eastern entrance, &c..... \$20,000

Mr. CLANCY. What was the date of the renewal of the contract had last year for the dredging with Mr. Phin?

The MINISTER OF PUBLIC WORKS. It was renewed last month. I may say that I followed in this case the precedent set by the late Administration. I have got a list of some of the dredges hired on the same conditions. The "Nitsdale," owned by Mr. Cameron, was hired for ten or twelve years on the same condition, \$8 per hour. The "Arnoldi," a dredge owned by Allan & Fleming, was hired for years at the same rate. The dredge at Port Arthur, which be-