

QUEBEC TRINITY HOUSE AND HARBOUR
BILL.

On motion of HON. MR. LETELLIER, the House went into Committee of the Whole on the Quebec Trinity House and Harbor Bill.

To HON. MR. RYAN,

HON. MR. LETELLIER replied it was intended to abolish the Trinity House.

A discussion took place between Mr. LETELLIER and Messrs. RYAN and MACPHERSON, who objected to the bill in its present shape, and advocated a fair and adequate representation of the shipping and commercial interest of the Harbour Board.

HON. MR. MACPHERSON thought the measure unnecessary.

Finally, Mr. RYAN moved an amendment to the effect that of the nine Harbor Commissioners desired by the Government, five should be appointed by the Governor in Council, and of the remaining four, one should be elected by the Council of the Board of Trade of Quebec, another by the Levis Board of Trade, and two should be elected by the mercantile and shipping interest.

HON. MR. LETELLIER said he would have had no objection to the election of a member by the Quebec City Corporation. As to the mercantile and shipping interest, Government would see that persons well acquainted with it were selected to give it ample protection. He did not see why the interests of the Quebec and Levis corporations should not be protected in these selections.

HON. MR. RYAN said the Government, in their appointments, had full power to give the Corporations of Quebec and Levis ample representation on the Board. He was anxious that the mercantile representatives should be elected specially for the protection of this interest, and on account of their fitness for the office.

HON. MR. LETELLIER having accepted the amendment, the bill was reported and read a third time as amended.

QUEBEC GRAVING DOCK.

HON. MR. LETELLIER moved the third reading of the Quebec Graving Dock Bill.—Carried.

THE SUPPLY BILL.

HON. MR. SCOTT on moving the second reading of the Supply Bill, said it was found necessary to increase the 15 per cent duties to 17½c. last year, in order to meet the growing expenditure of the country. The estimates for 1873-4 reached \$23,316,000, or nearly four millions in excess of those of the former years. The actual receipts from 1873-4 were \$23,200,000, leaving a balance to the credit of the year, of \$800,000. This balance was proved to be due entirely to the fact that some two millions were obtained from the increase of taxation. This was the best possible justification for raising the tariff. The next most important matter was the loan obtained by the Finance Minister of \$17,500,000. Of that we had paid and were paying off ten millions of debt, six millions in six per cent debentures, which matured before the 1st July of this year 1875, and four millions of other liabilities, chiefly seigniorial, at six per cent interest. The great advantage of this loan was that it would cost us, in interest, only \$778,000 a year; but by means of it, we paid off those ten millions of six per cents, upon which we had been paying \$600,000 a year, which left a balance of interest chargeable to us, as against the rest of the loan, of only \$178,000; so that we paid for \$7,500,000, only this \$177,000, or a little over two and a half per cent. The Finance Minister hoped to be able, in a few years, as the credit of Canada ascended, to substitute our four per cent. debentures largely for the five and six per cents. Now the estimates for the present year reached \$25,250,000, of which customs and excise were expected to contribute \$21,000,000, and public works \$1,750,000, other small sums making up the remainder. In these estimates before the House thirteen millions were voted on capital account. It was not to be supposed this money would all be spent, however. About six millions of this amount was for railways, some of which, like the Prince Edward Island and Intercolonial, would, in another year, drop out of the estimates altogether. Six millions would go to the Welland, St. Lawrence, and other canals. The amount authorized under