

upon the plant which the hon. gentleman said was imported prior to three years ago, and whether this material was valued when exported. If this was done, duty should, in fairness, be paid on the difference between these valuations.

MR. BURPEE said that the valuation was made on entry in warehouse, or in bond, and this would be given in the return. but he did not know whether a valuation was made when the material was sent out of the country. He would ascertain this, if possible.

MR. PLUMB said that the return would be valueless if the old material, when taken back, was not valued. There then was no use in the valuation at all. He would like to know whether duty was paid on tugs brought over, and whether any restrictions made by which the first preference was given to Canadian tugs.

MR. BURPEE said he doubted whether the valuation at the time of export could be obtained, but, if it were possible, he would secure it. They collected duty on the bags brought into this country, and a valuation was made for the time they were used here, whether for one or two years, or any other period.

MR. PLUMB said that the greatest amount of this work had been done in the time of the hon. the Minister of Customs. Work on the Welland Canal was begun, he believed, in 1871, and what formed the basis of this complaint or resolution arose, perhaps, very much in this connection. He could not see that anything which had been previously done had any sort of application or reference to the matter in hand.

MR. BUNSTER said that this question involved a very serious consideration. When British Columbia entered the Dominion, it was stipulated that the Canadian Pacific Railway should be built, and this question had precedence. It appeared that Dominion funds were being used to deepen and widen the canals of Ontario and this part of the Dominion, while the Canadian Pacific Railway was totally neglected.

MR. CURRIER.

MR. SPEAKER: I cannot see the relevancy of the hon. gentleman's remarks.

MR. BUNSTER: I bow to the decision of the Chair.

MR. MACKAY (Cape Breton): I thought British Columbia was always in order.

MR. BUNSTER said that British Columbia was a great deal finer country than Ontario and Quebec put together, and, even if Cape Breton was included, British Columbia could discount it. British Columbia had a right to feel aggrieved at the conduct of the Dominion. When the country was mortgaged to build canals, contrary to the contract, the people had a right to feel aggrieved. He thought the Welland Canal should be left in abeyance till the Pacific Railroad was built.

Motion agreed to.

BRIDGE ON THE RIVER CHAUDIERE.

MOTION FOR CORRESPONDENCE.

MR. FRÉCHETTE moved for copies of all correspondence in relation to the construction of a bridge on the River Chaudiere in the county of Lévis.

Motion agreed to.

FOREIGN TRAWLS OFF THE COAST OF NOVA SCOTIA.

MOTION FOR CORRESPONDENCE.

MR. MACKAY (Cape Breton) moved for correspondence and petitions in the hands of the Government respecting the use of trawls by foreigners off the coasts of Nova Scotia. He said he believed the House would concede that this was a matter of importance. It was alleged, and he thought with correctness, that the use of trawls on our seacoasts had a damaging effect upon our fisheries. When the House considered that our fisheries formed one of our most important industries, and that from this source were produced last year \$11,147,558—considerably over one-half of which came from the fisheries of Nova Scotia—it would be seen that the protection of the fisheries was a matter of very great importance. Under the Washington