

Resolutions read first and second time, considered in Committee, and ordered to be reported.

House resumed; and (at 10:35 o'clock, p.m.) the House adjourned.

## HOUSE OF COMMONS,

WEDNESDAY, 9th February, 1881.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

### SUSPENSION OF RULES.

Mr. BROOKS moved that the 21st Rule be suspended in relation to a Bill to amend the Acts incorporating the Montreal, Portland and Boston Railway Company.

Motion agreed to.

### PRIVATE BILLS.

The following Bills were severally introduced and read the first time:—

Bill (No. 53). to amend the Acts incorporating the Montreal, Portland and Boston Railway Company.—(Mr. Brooks.)

Bill (No. 54) to amend the Act incorporating the Accident Insurance Company of Canada, and to authorize a change of the name of the said Company to that of the Accident Insurance Company of America.—(Mr. Gault.)

### ADJOURNMENT.

Sir CHARLES TUPPER moved that when the House rises at six o'clock, it stands adjourned to three o'clock to-morrow.

Motion agreed to.

### GRAIN SHIPMENTS FROM HALIFAX.

Mr. BORDEN enquired, What is the rate per quarter, received by the Intercolonial Railway as its share of the freight on the grain loaded at Halifax by the barque *Chili*, and whether such rate is merely experimental, or has been adopted as a general rate for such business?

Sir CHARLES TUPPER. The rate received by the Intercolonial Railway as its share of freight is 30 cents per quarter; that is the general rate adopted for through grain traffic to Europe. The cargo loaded by the *Chili* was a fraction of a cent below that figure. I would like to correct the answer I made on a previous day to a question put by the hon. gentleman in which he asked with respect to two cargoes. One cargo has been shipped and negotiations are in progress for further cargoes—not for another experimental cargo, but for further cargoes.

### CAMPS OF MILITARY INSTRUCTION.

Mr. THOMPSON enquired, Whether it is the intention of the Government to establish camps of military instruction this year; if so, when, where, and of what strength; also the number of days?

Mr. CARON. In answer to the hon. member, I beg to state that the matter upon which his question is based is now under the consideration of the Government.

### THE WELLAND CANAL.

Mr. RYKERT enquired, Whether the attention of the Government has been drawn to the fact that no provision

Mr. LANDRY.

has been made for the turning of vessels of one hundred feet keel and upwards, in the Welland Canal; and if so, whether it is the intention of the Government to remedy this serious defect before the final completion of the canal?

Sir CHARLES TUPPER. The principal business on this canal, for a number of years at least, must be through trade; therefore there will be no mills, or factories, or other places where vessels will be at all likely to unload or receive cargo on the new line, which is about one mile and a half from the old canal, except at Port Dalhousie and near the town of Thorold. The local business between St. Catharines and Lake Ontario will, in all probability, be done by the old route for years; a all events, that seems to be the opinion of the corporation and those gentlemen who have made application for the second lock of the old line to be enlarged. It has, therefore, not been considered necessary to incur the expense of forming a basin of the capacity for the largest class of vessels to turn round, inasmuch as the works for that purpose can be done at any future time with equal advantage as when forming the canal. The new channel is nowhere less than 100 feet wide at bottom, and in short reaches where there is a curve in the line the width is greater, so that small vessels can be turned round anywhere. If a period of ten or twelve years is likely to elapse before the local trade would derive any benefit from the outlay necessary to form a basin for large vessels to turn round, the interest on the amount would, by that time, be nearly if not wholly sufficient to do the work. Besides, the inconvenience of floating or other unwieldy bridges on the towing-path for that period will be avoided.

Mr. RYKERT. That is an argument, not an answer to my question.

Sir CHARLES TUPPER. I have not presented an argument, but simply given the hon. member an answer, and the reasons for the answer. I have said there are no such places on the canal.

### REPORTED OUTBREAK OF CATTLE DISEASE IN MERIGONISH.

Mr. McISAAC enquired, Whether Professor McEachran, of Montreal, has concluded his investigation of the causes and character of the cattle disease which prevailed last summer at Merigonish and adjoining districts in Nova Scotia; and if so, whether his report will be laid on the Table and published?

Sir CHARLES TUPPER. In the absence of the Minister of Agriculture, I beg to say that an investigation has been made, and I am glad to say it has been ascertained there is no pleuro-pneumonia or lung disease among the cattle of that district.

### THE HALIFAX COMMISSION.

Mr. ROBERTSON (Shelburne), in moving for copies of all correspondence between His Excellency and Professor Henry Y. Hind, in reference to alleged inaccurate statistics submitted to the Halifax Commission, appointed under the Washington Treaty, said: This matter has attracted considerable attention in Canada and the United States during the past year. The gentleman who preferred the charges against that award of the Halifax Commission was an important witness before that body, and at the close of its session was employed by the representatives of both the English and American Governments to prepare an index of the proceedings of that Court. In June, 1878, he addressed a letter to the Department of Marine and Fisheries, stating that he had discovered glaring inaccuracies in the statistics submitted to the Commission. The Marine and Fisheries Department took no notice of the letter at the time. He afterwards addressed letters to members of that Commission and to the British and American Governments on the subject. I think it is