DOMINION PARLIAMENT.

(Continued from Fourth Page.)

bia, having regard to the terms upon which that Province entered itself with the Dominion, to consider any of the resolutions now on the table of the House, and that the House therefore proceed to the order of the day next after the said resolutions."

The House then divided, and the amendment was carried. Yeas, 44; nays, 13.

YEAS—Messrs. Aikins, Archibald, Arbuthnot, Benson, Bodwell, Burnham, Campbell, Carroll, Chapais, Chauvean, Churchill, Cockburn, Dickey, Dumoulin, Ferguson, Fortier, Fraser, Gaudet, Girouard, Hagar, Hale, Hall, Harwood, Hector, Hesson, Hill, Hopkins, Hurdon, Hutchinson, Jackson, Jones, Kaulbach, Landerkin, Macdonald (Victoria), Macfarlane, Macfarlane, Macfarlane, Macpherson, Malhiot, Mitchell, Morris, Robertson, Ross, Shaw, Stead, Smith, Sutherland, Vidal, Wark, Wilson—44.

NAYS—Messrs. Blake, Burpee, Chalifoux, Cheriet, Cormier, Dickson, Letellier de St. Just, Locke, McMaster, Macpherson, Mailloux, Renaud, Simpson—13.

The House then, at six o'clock, adjourned.

HOUSE OF COMMONS.

Mr. E. B. Wood took his seat for West Durham, introduced by Mr. Mackenzie.

Mr. John Hillyard Cameron introduced a bill respecting the swearing of witnesses before the Committee of Enquiry in reference to the charges brought by Mr. Huntington against the Ministry. He said he had passed its first reading, a long discussion ensued as to whether it would be constitutional to pass it.

Sir John Macdonald recognized the difficulties in the way of the bill, but thought that before it came to its second reading it would be fully considered, and then it should be found that Parliament had the necessary power in the matter, a Royal Commission could at once be obtained giving the members of the Committee the exact power sought for.

The bill was ordered for its second reading on Monday, to be then the first order.

Hon. Mr. Tilley moved the House into Committee to consider certain resolutions on the subject of the ship channel in Lake St. Peter and the River St. Lawrence, and the raising a loan by the issue of debentures for the completing thereof. He explained that the new resolution was to give power to the Government to raise the tolls of the Revenue from the present Tariff should it not prove sufficient.

A debate ensued, lasting until recess, after which

The adjourned debate on the motion for the second reading of the bill to extend the provisions of the Grand Trunk Railway Arrangement Act of 1862, so far as relates to certain preferential bonds for a further period and for other purposes, was resumed by

The Speaker put the question to the House of the second reading, and on cries of carried, declared it carried. Mr. Cauchon protesting.

The Speaker then again went into Committee on the resolutions respecting the deepening of the channel through Lake St. Peter.

After further debate,

The resolutions were then adopted and reported as amended, and a bill founded thereon was introduced and read a first time.

Hon. Mr. Tilley moved the House into Committee to consider a resolution for the amendment of the Acts respecting Insurance Companies by providing for the appointment of an insurance inspector, in the absence of the Chair. He explained that the object was to enable the appointment of an inspector of insurance companies, who would provide that very valuable information would be obtained by this means.

The resolution was adopted, reported, and read first and second times.

Hon. Mr. Tilley also introduced a bill founded on the resolution, which was read first time.

On motion of Hon. Mr. Mitchell the bill respecting the Trinity House and Harbour Commissioners of Montreal, referred back to committee of the whole, Mr. Crawford in the chair, and slight amendments were made.

On the House resuming the bill was read a third time and passed.

On motion of Sir John Macdonald the bill to provide for the establishment of the Department of the Interior was read a third time and passed.

The debate on Hon. Mr. Tupper's motion to go into Committee on the resolution respecting the contract with the Allan Company for carrying mails, was then resumed. The motion was carried, and the House went into Committee, Mr. Crawford in the chair.

After some discussion, the resolution was reported and read first and second times.

Hon. Mr. Tupper introduced a bill founded on the resolution, which was read a first time.

The House adjourned at midnight.

MONDAY, April 21.

SENATE.

Hon. Mr. Reesor moved that a humble address be presented to His Excellency the Governor-General praying that His Excellency will be pleased to cause to be laid before the House copies of all papers of a tory nature used by J. A. Macdonald, J. J. C. Abbott, R. W. Nelson, Jr., and D. Carmichael on behalf of P. Cumberland, D. McInnes, J. B. Dowsley, Jr., J. E. Helmcken, and Andrew McDonald, in their endeavor to obtain certain articles of agreement in reference to the Canadian Pacific Railway, since the last day of January last; also in the subscription of stock for the formation of a company for the construction of the said Railway, and dated the 31st day of January last.

Hon. Mr. Campbell explained that as the J. A. Macdonald alluded to was the Premier of the Dominion, there was no necessity of including in the motion. As regarded the others, the Government would have no objection to the motion for the address being granted.

Hon. Mr. Christie brought up his motion that a Committee be appointed to take into consideration all matters relative to the contract for the construction of the Canadian Pacific Railway granted to Sir Hugh Allan and his associates prior and subsequent to its being granted, and the parties, persons, papers and records.

After some desultory discussion, Mr. Christie agreed to allow his motion to stand for Thursday next in a slightly altered form.

The House adjourned at 5.30.

HOUSE OF COMMONS.

Mr. Cameron, of Cardwell, moved the second reading of the bill to provide for the examination of witnesses on oath by the Senate and House of Commons and Committees therefore in certain cases. He quoted English Parliamentary precedents on this subject, and said that in consideration of after debate, the bill was read a second time, immediately referred to Committee of the whole House, reported and read a third time.

The House resumed the adjourned debate on the proposed motion of Mr. Cameron, of Cardwell, for the second reading of the bill, 18 intituled "An Act to extend the provisions of the Grand Trunk Arrangements Act of 1862, so far as relates to certain preferential bonds, for a further period, and for other purposes as amended by the Standing Committee on Railways."

Mr. Cauchon would not prolong the debate on the bill at this late hour, but would renew his protest as energetically as he could against the attempts on the part of the Company to destroy other railway schemes.

Mr. Mackenzie had opposed the Grand Trunk Railway in the past as he did not like the original prospectus, nor yet the political complexion which the Company had then held; but as the Directors at home had declared, and the management here had shown a desire to assist the national enterprise, he was willing to give it that consideration to which it was entitled. He found no objection to the measure proposed to be put through. He would vote for the bill simply on the ground that it would be beneficial alike to the shareholders, the bondholders, the Company, and the country.

Mr. Holton could not do otherwise than express his opinion as to the mistaken policy of the management of the Grand Trunk Railway in the course they had undertaken.

Mr. Beaubien had always supported the Grand Trunk Railway, and was grieved to see that it was attracting the attention of capitalists in England. However they might have been the running of the trains they had dragged behind their engines the property of the country. Still he could not help protesting against the Grand Trunk Railway people in England opposing the schemes before the public. Rumours were afloat that because the President of the Pacific Railway had ventured to attend the meeting of the Northern Colonization Railroad, the Grand Trunk Railway officials were doing all in their power to prevent the floating of the Pacific Railway loan.

Mr. John Young thought it was a great mistake on the part of the Grand Trunk in London to oppose the Northern road. They had received $15,000,000 from Canada, and ought not now to throw obstacles in the way of other projects.

Mr. Jones had observed the operations of the Grand Trunk Railway and was not willing to hold the Company and their Managers responsible for all the delays and inconveniences experienced in the Province with the road.

Mr. Cameron said that as to the statement that the Grand Trunk Railway Company in London were using their influence against the Pacific Railway, he thought it quite right that hon. gentlemen should be entirely disabused of any such idea. He was in a position to state, without the slightest reference to individuals or any Company in regard to the Pacific Railway, that on the contrary, the Grand Trunk Company were prepared to assist in every way possible whoever might be engaged in that scheme, and were most anxious to promote the work in whomever hands it might be.

Mr. Cauchon complained of the opposition to the North Shore road, and stated that the crops of Lake St. Peter were still in the barns for want of means of conveyance to market.

Mr. White, of Hastings, pleaded on behalf of the North Shore and Northern Colonization Railways. He could not see why other corporations should not have an equal right with the Grand Trunk of opening up the country.

Mr. Smith, of Westmoreland, could not see why the fact of the Grand Trunk in England opposing rival schemes should in any way interfere with its assistance from such a quarter. He was willing to see the Company have the same privilege as other companies.

Mr. Masson, of Terrebonne, who said that the fact of the hon. member for Cardwell, had not being able to state that the Grand Trunk authorities were not using their influence to disparage the North Shore and Northern Colonization Railways was a proof that they were doing so.

Mr. McDougall of Three Rivers, spoke of the Drummond and Arthabaska branch of the Grand Trunk, which he said was in very great need of repair. He was of opinion that the Grand Trunk authorities should not oppose the North Shore and other railways. It would be more honorable and more to their own interest to give these enterprises a helping hand. He would, however, support the bill.

Mr. Burnham believed the Grand Trunk had been of great service to the country and therefore this bill should be supported.

Mr. Cameron (Huron) thought it would advance the necessary funds to put the road in good order, it would be very wrong, for local reasons, to oppose the raising of the money, and Parliament would be failing in its duty to the country if it offered any opposition to the bill.

Mr. Taschereau did not object to the bill, but he must protest against the utterance of Mr. Potter in London. If he were only to commit the comma he would see the value of the country through which the North Shore and Colonization roads would pass.

Mr. Lacerte did not object to the bill. He referred to the want of facilities in the district which he represented, which could only be supplied by the North Shore road. He did not approve of the action of Mr. Potter.

Mr. Hagar had supported the bill in Committee, but must oppose it now on account of the opposition of the Grand Trunk to the road from Ottawa to the West. He thought their opposition to this road must have a bad effect on the construction of the Pacific.

Mr. Wilson spoke of the difficulties of working the Grand Trunk.

Mr. Alonzo Wright was pleased to find that such a change had come over the spirit of a leading American interested in the road. He believed, however, the action of that road had been no prejudice the interest of interior lines which will be most useful to the interest of our common country.

Mr. Pinsonneault, for Provencher, admitted that the Grand Trunk had done much to build up the townships on the south shore of the St. Lawrence. Despite this, however, Parliament, by the assistance it had given the Company, had helped to build up a great power which had an overpowering influence, politically and otherwise. Referring to the influence wielded by the Company in election matters he said the Company had not been content with this, but had done their utmost to prevent railway communication on the north shore of the St. Lawrence lest they should prove rivals to their own interests. For his part, as representing a company on the North Shore, he laid upon the shoulders of the Grand Trunk the blame of the want of prosperity of a great portion of the Province of Quebec.

The House then divided for the second reading; the result being 126 against 7, a majority of 119 in favour of the bill.

The House then went into Committee, Mr. Blanchett in the chair, and the bill was reported with one amendment.

The amendment was read a first and second time, and ordered for a third reading to-morrow.

Mr. Smith, of Peel, moved for a Select Committee of seven members to enquire into Sunday traffic on the Grand Trunk under control of Parliament. He said it had been surprising to him that such a thing had been introduced all that it was possible, but he wanted to know whether this really was the fact. He wished to have the matter put on a footing and others as to Sunday railway traffic.

Hon. Mr. Tupper would suggest a reference of this subject to the Railway Committee. He had seen by that morning's telegrams as the hon. member moved for were not desirable, but the Railway Committee, like other standing committees, was well organized for the purpose of bringing subjects of this nature before Parliament thoroughly competent to deal with them.

Mr. Cameron (Huron) was afraid the matter would be utterly lost in the Railway Committee, and thought the only thing the Government could do was to refer the Post Office should be done on Government railways.

Mr. Mr. Langevin said that with reference to the Post Office

Mr. Holton moved that it be an instruction to the Railway Committee to consider this question.

The motion as amended was then carried.

Mr. Langevin moved that a select committee on the manufacturing interests of Canada, inasmuch as the great increase of manufactures in the city of Montreal, the sewing machine manufactories, for instance, have increased that city, the name of which had their instructions printed in English and French languages, and the factories had last year turned out no less than 36,000 sewing machines. The materials used were principally brought from foreign countries, manufactured in Canada and exported. The city of Hamilton was largely and deeply indebted to the protection afforded to its manufacturers, and the country at large and the same was the case in all other large cities of the Dominion. He spoke of the grand future in store for the Dominion, if the rate of great advance made by the country since Confederation. If we were to stand still, we had no doubt that all the anticipations for our prosperity in future would be realized; but if we were to adopt a policy of neglect of our growing interests. He believed the great majority of the people of this country was in favour of incidental protection to manufactures. The object of his motion was to have a committee to consider the question, and to elicit information. He concluded by moving for a committee comprising Messrs. Carling, Beaubien, Cameron (Huron), Jolly, Rymal, Gibbs (of South Ontario), Wright, Wheler, Thompson, Ross, Masson, Currier, Bechard, White (of Halton), Ross, Campbell, Wilson, Munro and Chisholm.

Mr. Young, of Waterloo, thought the committee would be of no use at this late session of Parliament, and he was afraid such motions were framed merely to act as political cards. He was of the mover had been sincere he should have brought the matter forward at the beginning of the session. The subject was too important to be dealt with at present session. He was of opinion how-ever, that the manufacturing as well as the agricultural interests of the country should be fostered as much as possible, and he referred to Belgium as a country which by dint of building up the two interests combined. He was in favour of incidental protection.

The motion was carried.

The resolutions on the subject of disadvantages under which naturalized Germans suffer, were read a second time and concurred in, and a select committee appointed to draft an address to Her Majesty embodying the resolutions.

The address was submitted and agreed to, ordered to be engrossed, and an address based on the resolutions was then agreed to, praying him to present the address to Her Majesty through the Colonial Secretary.

The House adjourned at 10.55.

TUESDAY, April 22.

SENATE.

Hon. Mr. Aikins moved the consideration of the amendments made by the Commons in the bill to amend the Supreme Court Establishment Bill. He explained that the amendments did not affect the character of the bill, but simply provided that the Queen's Printer should be considered an officer of the Supreme Court. He moved concurrence in the amendments.

Hon. Mr. Benson deprecated too much haste in the matter. The Commons bill ought to carefully consider the amendments made by the Senate, and concurred in case in what last session, by the alteration of a single word, which alteration escaped the notice of the Senate, a great deal of mischief had been effected in a most important bill.

Hon. Mr. Christie said the House could not be too careful in watching alterations, no matter how trivial in amendments made by the Commons. He had been guilty of a very grave alteration made last session in the Senate, by which a most important clause in the Act respecting the Canada Pacific Railway Act was made, and merely by the simple substituting of the words "proceeded with" instead of "completed."

Hon. Mr. Aikins did not think the hon. gentleman could say that there was any such importance in the amendments before the House, but the Government understood that the House should thoroughly understand the bill, and therefore it had not proceeded or discharged and placed on the papers for to-morrow, which motion was carried.

Hon. Mr. Simpson made some explanations relative to the Printing Committee, after which the House adjourned.

HOUSE OF COMMONS.

In the House of Commons, after routine, Mr. Dorion, of Napierville, introduced a bill of privilege in reference to the alleged interference of Hon. Mr. Langevin with two distinct elections, in his ministerial capacity. The first charge was that the Minister of Public Works had promised a bridge, which he said that if the electors of Charlevoix returned Mr. Tremblay, the Government would not cause the work to be carried out in the county. He next charged that the Hon. Mr. Langevin had written a letter to the Hon. D. E. Price, which was read by that gentleman to the electors, the purport of which was that the Government would not cause a certain wharf to be constructed in Chicoutimi if Mr. Tremblay was elected. He spoke at some length, endeavoring to prove his charges, and concluded by moving that certain papers bearing on the case, which he produced, should be read, by the Clerk.

Mr. Tremblay followed, and after stating that the Minister of public Works had promised and Quebec to amend the charge in the House of Commons, he said the letter referred to was addressed to Mr. Slevin, the Secretary of the St. Urbain Mining Company, and that he was present and saw it when it was read. It was signed by Mr. Langevin but was not written, by him.

Hon. Mr. Langevin said that he had not expected the charge in the case of Charlevoix, and he had not prepared to meet it, but he had received intimation that the other case was coming before the House, and he was ready to meet it. It had been said that the letter was read by the Hon. David Price at a public meeting in Chicoutimi. He produced a letter which he had received from that gentleman which was in substance the same as the accusation is without foundation, as no letter such as that referred to was ever addressed to me by the Minister." Mr. Langevin then read a letter signed by the Hon. David Price, to the effect that he had repeatedly been pressed by Mr. Tremblay to appoint the latter's brother a light-house keeper, but that he had refused to do so. In reference to the charge in the County of Charlevoix he had not had time to obtain letters; but during the day, he had heard that the charge was to be made, he telegraphed to Quebec, and in reply he had received a telegram from Mr. Simon, giving a flat denial.

After a short discussion the matter was allowed to stand over for a few days so that Mr. Langevin could bring more proof than the telegram he had read.

The House then went into Committee of Supply, Mr. Campbell in the chair.

The following items, under the head of canals, was adopted:—

Additional supply of water and improvement of Rideau Canal basin, Ottawa, (re-vote)	$11,000
Lock at Chilloux Rapids, (re-vote, $40,000)	70,000
Chambly Canal—Houses, Superintendent and Lock Master, (re-vote, $1,000)	2,000
Miscellaneous works	15,000
	$98,000

After recess, the following items were passed:—

Removal of rock at La Roche, St. Lawrence	$ 5,000
Removal of rock at River Richelieu, Quebec (re-vote)	4,000
Removal of rock known as "the Two Sisters," Fraser River, Sawmill, Riffle Rock, British Columbia (re-vote)	4,000
Tow-path, and removal of obstructions, River St. John, N. B.	8,000
Improvement of Red River Navigation, Manitoba	5,000
To defray cost of dredging the bar at the mouth of the River Thames (re-vote)	5,000
Improvement of Rivers	10,000
St. Croix River, N. B.	25,000
	$66,000

Temiscouata, Metapedia, and Hunting don and Port Louis Roads (Military roads) $10,000

The following items were then passed, as Committee rose and reported:—

Lents, repairs and furniture..$	80,000
Heating public buildings, Ottawa	35,000
Removal of snow, public buildings, Ottawa	5,000
Dominion Custom House, improvements and repairs	6,000
Do. do. do. Halifax	31,500
Do. do. do. Quebec	20,000
Do. do. do. Montreal	4,500
Do. do. do. Toronto	15,000
Do. do. do. Sorel	1,000
Do. do. do. Chatham	35,000
Do. do. do. Sherbrooke	4,000
Do. do. do. Stanstead	1,000
Do. do. do. Amherstburg	1,000
Do. do. do. Port Hope	1,000
Do. do. do. Belleville	6,000
Do. do. do. Brockville	50,000
Do. do. do. Ottawa	75,000
Do. do. do. Kingston	30,000
Do. do. do. Sarnia	1,000
Do. do. do. Goderich	1,000
Do. do. do. Guelph	1,000
Do. do. do. Stratford	1,000
Do. do. do. Chatham	1,000
Do. do. do. Windsor	1,000
Do. do. do. Sandwich	1,000
Do. do. do. Amherstburg	1,000
Do. do. do. Port Stanley	1,000
Do. do. do. Port Colborne	1,000
Do. do. do. Port Dalhousie	1,000
Do. do. do. Port Maitland	1,000
Do. do. do. Port Burwell	1,000
Do. do. do. Port Hope	1,000
Do. do. do. Cobourg	1,000
Do. do. do. Peterboro'	1,000
Do. do. do. Newcastle	1,000
Do. do. do. Port Darlington	1,000
Do. do. do. Port Sarnia	1,000
Do. do. do. Collingwood	1,000
Do. do. do. Owen Sound	1,000
Do. do. do. Penetanguishene	1,000
Do. do. do. Sault Ste. Marie	1,000
Do. do. do. Port Arthur	1,000
Do. do. do. Fort Garry	1,000
Do. do. do. Victoria	1,000
Do. do. do. Port Moodie	1,000
Do. do. do. Yarmouth	1,000
Do. do. do. Charlottetown	1,000
Do. do. do. Georgetown	1,000
Do. do. do. Shediac	1,000
Do. do. do. Dorchester	1,000
Do. do. do. Richibucto	1,000
Do. do. do. Chatham	1,000
Do. do. do. Newcastle	1,000
Do. do. do. Dalhousie	1,000
Do. do. do. Bathurst	1,000
Do. do. do. Shediac	1,000
Do. do. do. Pictou	1,000
Do. do. do. Port Hood	1,000
Do. do. do. Arichat	1,000
Do. do. do. Sydney	1,000
Do. do. do. Charlottetown	1,000
Do. do. do. Georgetown	1,000
Do. do. do. Souris