

TUESDAY, May 13.

The SPEAKER took the chair at three o'clock.

After routine,

Hon. Mr. CHINIC presented petitions from Jas. Ross & Co., and the Board of Trade of Quebec, praying for the rejection of the Pilot Bill.

BILLS REPORTED.

The following Bills were reported from the different standing committees, with or without amendments, and read a third time.

To incorporate the Marezzo Marble Company of Canada. Hon. Mr. Kaulback.

Act respecting the St. Francis and Megantic Railway Company. Hon. Mr. Macpherson.

Act to enable the Great Western R. R. Company to further extend and improve its connections. Hon. Mr. McMaster.

Hon. Mr. CAMPBELL moved that the Wreck and Salvage Bill, as amended, be referred back to Committee of the Whole to make further amendments, which he explained were to deal with difficulties arising from clauses of the Civil Code of Lower Canada. The Bill would take the place of the Merchant Shipping Act, of 1854, as respects this country.

The amendments were concurred in and the Bill read a third time.

Hon. Mr. CAMPBELL next moved the third reading of the bill respecting Savings Banks in Ontario and Quebec. Carried.

SECOND READINGS.

Hon. Mr. GUEVREMONT moved the second reading of Ward's Boom's Erection privilege bill. Carried.

Hon. Mr. CAMPBELL moved second reading of the Deck Loads regulation bill. He explained its object was to prevent the loading of vessels after the 1st of October and before the 16th March beyond three feet above their decks, except the poop. Those best acquainted with the subject considered an enactment of this kind most desirable in the interest of life and property. Carried.

Hon. Mr. FERRIER moved the second reading of the bill to incorporate the Glasgow Canadian Land and Trust Co. He stated they had availed themselves of the general Act, and wished this bill to be able to carry on various operations in the country in the way of developing its resources on the land owned by them or which they might acquire. Carried.

Hon. Mr. FERRIER moved the second reading of the bill respecting the Canadian and West Indian Royal Mail Steamship Company. He explained the com-

pany desired to open up a trade directly between Canada and the W. I. Islands; the telegraph now connecting them all would greatly facilitate this trade by acquainting shippers at once with the commodities required by the different localities. Hitherto captains have had to go from island to island in quest of a market. Steamers would leave our ports weekly or fortnightly with cargoes such as furniture or lumber, which we could supply more cheaply than the United States. It was believed by these corporators that they could establish a trade with Cuba particularly valuable to Canada. (Hear, hear.)

Hon. Mr. CAMPBELL said—With regard to the portion of the bill referring to a trade with Cuba, he had had, as Postmaster General, in the course of last summer, correspondence with the Consul-General of Spain at Quebec, and with Her Majesty's Consul at Havana, with the object and hope, although it had not yet fructified, of procuring a line of steamships under the Spanish flag between some port in the Dominion and Cuba. It would be a very great advantage if that object could be attained, because, by the law of Spain, goods entering a Spanish port under the Spanish flag, and in Spanish bottoms, paid 20 per cent. less duty than under a foreign flag. The Spanish Consul thought that merchants at Havana might be induced to undertake the enterprise on the assurance that a suitable subsidy should be given by the Dominion. The British Consul at Havana was written to, and he promised to communicate with the Spanish authorities, and between his exertions and those of the Governor-General, with the merchants at Havana, it was thought possible some of them might propose to establish a line between the Dominion and Cuba. He (Mr. C.) had communications from Havana afterwards, and was sorry to find that, up to the time of the last, none of the merchants were willing to undertake such a service, although the British Consul had assured several of them that a handsome subsidy would be given by Canada towards the establishment of such a line. It had also been suggested that some of the Quebec gentlemen interested in the Gulf Ports Steamship Company might undertake such a line. He communicated with them also, but without result. He thought if this bill was sanctioned, that probably a British line of steamers to the West Indies might be established, although he did not think it would be of so much consequence as one of Spanish vessels to Cuba. We had now a weekly mail from New York to