

Mr. WELDON. So far as New Brunswick is concerned they have almost completely destroyed the partridges. They come from the State of Maine into our country.

Mr. BOWELL. Another reason is that the construction of the railway through the centre of New Brunswick enabled parties living in the interior a great many miles away, to pack them in the winter season and send them away by thousands. We had the Province of New Brunswick specially in view, and we decided to put a stop to the practice if possible.

On Resolution 4 (p. 333),

Mr. BOWELL. The rates of duty which this resolution imposes on the different kinds of fish are, with one or two exceptions, the same as those imposed by the United States on fish going from foreign countries into the United States. On oysters, however, we have, in the amended list, ranged the duties, which are less than 20 per cent. on the different classes of oysters; and when they are brought in in bulk, in tubs, the packages in which they are brought are charged 25 per cent., the duty now paid on tubs brought in alone. If the hon. gentleman has no objection, I would like this resolution to be passed, and any information he desires will be given on concurrence.

Mr. BLAKE. With that understanding, I am willing to let it pass.

Mr. BOWELL. With reference to the charges of inland transportations, I may possibly ask the House to permit me to amend the resolution. I do not say positively, but my impression is, that it would be better to amend it so as to give the Department power to declare by regulation what the charges should be per ton, more particularly upon heavy articles which are brought to the shipping point from the interior, especially in Great Britain. My reason for that is: While we have the railway rates from Birmingham, Warrington, and a number of other places to Liverpool,—they are advertised in the English papers—and as they have been obtained by gentlemen whom we have asked to obtain that information while in England, still, in a large number of invoices presented to the Department, the rates of freight mentioned vary so greatly as to lead one to suspect dishonest intentions. In one case, in which iron was purchased at a place in Scotland not more than 13 miles from Greenock and shipped from Greenock to Canada, one invoice gave 20 shillings per ton and another only 5 shillings per ton as the freight charges, when we knew that the actual freight rates at the time did not reach either one figure or the other; yet in the working of the Department, we allowed full latitude of 5s. In another case, one of the largest firms in the Dominion made a demand for a refund of duty upon freight which they claimed to have paid Canada upon inland freight in England. After a good deal of correspondence, not only with merchants in Canada, but with the Chambers of Commerce of Liverpool and of Manchester, and also with the Colonial Secretary, Lord Derby, we decided to accept affidavits of the actual freight paid, and allow the drawback on that. Perhaps the House will be surprised when I say that while most of the invoices showed 10s. per ton paid from a certain point to Liverpool, the affidavits, in almost every case, covered only 6s. The Department refused to give them the drawback unless they made an explanation. The matter remained in abeyance for several months; and when they tried to produce evidence to establish that they had paid the duty, one of the very invoices produced showed a freight rate of only about 4s. 10d. or 4s. 11d. for the same class of article. I explain this to the House now in order that the Committee may think over the proposition to strike out the exception made in favor of importers when they purchase their goods in England. The inland transportation

is charged on all articles in all other countries, and it was the law in Canada prior to 1879.

Mr. BLAKE. But not acted on, I believe.

Mr. BOWELL. I think the hon. gentleman is correct. Like many other provisions of the Customs laws, it was more honored in the breach than in the observance; but while a law is on the Statute Book, it is the duty of every Government to enforce it. It has occurred to me that the better way to deal with this question is to establish the rate by regulation or Order in Council for the time being. That is a suggestion I throw out for the Committee to think over—either that, or strike it out altogether.

Mr. BLAKE. The question is one, the hon. gentleman will admit, of very considerable importance to the trade of the country. I would invite the hon. gentleman, if he is able to reach a conclusion on this subject, as I presume he is, before we go into Committee, to have his proposition, so that we may have the opportunity to consider it.

Committee rose and reported progress.

### THE DISTURBANCE IN THE NORTH-WEST.

Sir HECTOR LANGEVIN. I wish to read two telegrams received since the announcement was made by the First Minister. They are from the Indian Agent at Battleford:

"BATTLEFORD, 31st March, 1885.

"The Stonies are up in arms on way in. It looks serious now."  
"J. M. RAE."

"BATTLEFORD, 31st March, 1885.

"The Indians rising. Payne and Applegarth killed."  
"J. M. RAE."

Those are the two instructors there.

Mr. BLAKE. We heard a few moments ago of this dreadful communication which fills us all with great sorrow. It is stated there is some additional information with reference to more forces, that the 7th Battalion and a portion of the Halifax forces have been ordered out for active service. Is that the case?

Sir HECTOR LANGEVIN. I am not in a position to answer this question. I can say, however, that the 9th is under orders, the Quebec battalion. I know that there are offers from Halifax to send out two battalions; the 7th Battalion has also been ordered out.

Mr. BLAKE. I have a statement from Halifax that a portion of the Halifax militia is to be despatched to the North-West to-morrow. If that be the case it is extraordinary that the Government should not know of it here to-night.

Sir HECTOR LANGEVIN. The order may have been given since we have been in the House this evening, and the Ministers have not been in a position to meet. Of course orders must be given, as emergency occurs. The hon. gentleman may think it is strange that we do not know that this or that company has been called out while the House is sitting, but I am sure the House will understand that these things must and will occur, and we have not time to hold a Cabinet sitting on each occasion.

Mr. BLAKE. I quite agree in what the hon. gentleman says, but I think it was the duty of those who gave these orders, to communicate them to the hon. gentleman who is acting as leader of the House, before the adjournment, so that the House might be put in possession of the news by him. I do not blame the hon. gentleman who has been assiduously discharging his duties here, but I think we are entitled to know the latest orders.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to, and House adjourned at 11:30 p. m.