

By these two Acts it is provided that while the Department of Indian Affairs should be a special Department, the Minister of the Interior should be an *ex-officio* Indian Superintendent-General. The duties of the Minister of the Interior have become so heavy in consequence of the opening up and settlement of the North-West, that the Government desire to take the power to transfer, if it is thought requisite, to some other Minister the Superintendency-General of Indian Affairs.

Bill read the first time.

CONTINUATION IN FORCE OF CERTAIN ACTS.

Sir JOHN A. MACDONALD, in moving the second reading of Bill (No. 133) to continue to a limited time the Acts therein mentioned, said: The Acts referred to in this Bill are the Act 41 Vic., chap. 17, for the better prevention of crimes of violence, and the Act respecting the administration of criminal justice in the disputed Territories. They are to be continued in force for one year.

Mr. BLAKE. Will the hon. gentleman state the reason why the first-mentioned Act is proposed to be continued. It was originally passed as a very temporary Act, but it seems to remain on our Statute-book all the time.

Sir JOHN A. MACDONALD. I think it may be continued for another year without dispute, and with the assent and support of the hon. gentleman opposite.

Mr. BLAKE. No, no. I always thought some reason should be assigned for it.

Bill read the second time, considered in Committee, reported, and read the third time and passed.

THIRD READINGS.

The following Bills were read the second time, considered in Committee, reported, and read the third time and passed:—

Bill (No. 134) to provide for the salaries and superannuation and travelling allowances of certain Judges of certain Provincial Courts.—(Sir John A. Macdonald.)

Bill (No. 131) to encourage the manufacture of pig iron in Canada from Canadian ore—on a division.—(Sir Leonard Tilley.)

Bill (No. 119) to further amend the Tariff of Duties of Customs.—(Sir Leonard Tilley.)

RAILWAY TRUST AND CONSTRUCTION COMPANY.

Sir JOHN A. MACDONALD, introduced Bill (No. 141) to amend the Act of the present Session, intituled: An Act to incorporate the Railway and Construction Company of Canada, limited.

Bill read the first time.

On motion for second reading,

Mr. BLAKE. This measure has been explained to me privately. It seems that an amendment was made in the Senate to the Construction Company's Bill, by which all the clauses of the Joint Stock Companies' Act are made applicable to this Act. Our Joint Stock Companies' Act contains a clause requiring directors of companies to be resident in Canada, and this clause was applicable to this company. We have given up, practically, this restriction, and I have more than once directed the attention of the Government to the importance of remodelling the Consolidated Joint Stock Companies' Act in points in which our new policy differs from the policy of that Act.

Bill read the second time, considered in Committee, reported, and read the third time and passed.

Sir JOHN A. MACDONALD.

DEEPENING THE CHANNEL OF THE RIVER ST. LAWRENCE.

Sir LEONARD TILLEY moved that the House resolve itself into Committee of the Whole to consider the following resolution:

Resolved,—That it is expedient to authorise the Governor in Council to raise by debentures in the manner prescribed by the Act 36th Victoria, Chapter sixty, (except as to the rate of interest which shall not exceed four per cent. per annum), a further sum not exceeding nine hundred thousand dollars, to be advanced to and applied by the Montreal Harbor Commissioners from time to time, in meeting the expenses to be incurred by them in completing the dredging and deepening the ship channel of the River St. Lawrence, between Montreal and Quebec, to the depth of twenty-seven feet and a half, at low water; subject to the payment by the said Commissioners to the Receiver-General of interest on the sums so raised and advanced, at the rate of four per cent. per annum: Provided that the said Commissioners shall not commence the said work unless nor until the Governor in Council shall be satisfied by such examination and report as shall be deemed sufficient, that the said work can be completed for a sum not exceeding that above mentioned.

Mr. COURSOL. I cannot allow these resolutions to pass without congratulating the Government on introducing them. They will be received with pleasure, not only by the trade of Montreal and the country at large, but by the various navigation companies which ply between foreign ports and Canada. They will be welcomed, because the further deepening of Lake St. Peter channel to 27½ feet is a measure of the greatest concern for the interest of the Dominion. This question must be considered from a high stand-point, and I am glad the Government of the day have done so. They recognized the principle that Montreal must be the port of exchange from river to ocean vessels, not because Montreal thinks this should be the case, not because Montreal asked the deepening of the channel, but because even foreign navigation companies have always made the harbor of Montreal what it is to-day, the port of exchange. As soon as the channel was deepened, large vessels followed in the trail of the small ones which alone years ago could visit our harbors. If these vessels had not considered this inland voyage to be of advantage to them, they would certainly have gone to other ports. The fact of the matter is they would have proceeded further inland, had not nature placed insuperable obstacles above Montreal. These large companies indicate the policy which should be followed—they are not interested in the different harbors of the Dominion; their sole object is their own commercial interests, and as they choose to come to Montreal, putting aside, Sir, all sectionalism, we must admit, and we are forced to come to the conclusion, that Montreal should be in the future what the spirit and enterprise of her citizens have made it now, the discharge harbor from ocean to river navigation, the great port of distribution of trade over a large tract of land. Great sea-ports are not built up simply because some people desire it, but because some powerful general interests require them, just as railway enterprise will go in the direction nature and the want of commerce call them. I hope, however, these resolutions will be carried out, and the works be proceeded with at once. The resolutions state that the work should not begin until the Government engineers have satisfied themselves of the cost of the deepening of the channel, and have been found correct. I hope that the hon. Minister of Public Works will instruct them to report within as short a time as possible, as it is of the utmost importance. The plant is ready, the staff experienced, and, no doubt, under the supervision of the Harbor Commissioners, presided over, as they are, by a gentleman of great ability and energy, this great work will soon be accomplished. Nothing should be allowed to jeopardize the granting of one of the greatest possible boons to the country, an undertaking which is a national one in every respect. I hope these resolutions will pass, and that the work will soon be completed.