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JOURNALS
OF THE
HOUSE OF COMMONS
OF
CANADA.
—
VOLUME XVII.

JOURNALS

OF THE

HOUSE OF COMMONS

OF THE

DOMINION OF CANADA.

FROM THE 8TH OF FEBRUARY TO THE 25TH OF MAY, 1883,
BOTH DAYS INCLUSIVE.

IN THE FORTY-SIXTH YEAR OF THE REIGN OF OUR
SOVEREIGN LADY, QUEEN VICTORIA.

BEING THE 1ST SESSION OF THE 5TH PARLIAMENT OF CANADA.

SESSION, 1883.

PRINTED BY ORDER OF THE HOUSE OF COMMONS.

VOLUME XVII.

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CANADA.



PROCLAMATIONS.

JOHN J. MCGEE,
Deputy Governor.

[L.S.]

*VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland,
QUEEN, Defender of the Faith, &c., &c., &c.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the
Members elected to serve in the House of Commons of Our said Dominion,
and to all whom it may concern—GREETING :

WHEREAS, We have thought fit, by and with the advice and consent of Our Privy
Council for Canada, to DISSOLVE the present Parliament of Canada, which
stands prorogued to the TWENTY-SIXTH day of JUNE next; Now KNOW YE, that We
do for that end publish this Our Royal Proclamation, and do hereby DISSOLVE the
said Parliament of Canada accordingly; and the Senators and the Members of the
House of Commons are discharged from their meeting and attendance on the said
TWENTY-SIXTH day of JUNE next.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent,
and the Great Seal of Canada to be hereunto affixed. **WITNESS, JOHN
J. MCGEE**, Deputy of Our Trusty and Well-Beloved Councillor, Sir
JOHN DOUGLAS SUTHERLAND CAMPBELL (commonly called the Marquis
of Lorne), Knight of Our Most Ancient and Most Noble Order of
the Thistle, Knight Grand Cross of Our Most Distinguished Order of
Saint Michael and Saint George, Governor General of Canada, and
Vice-Admiral of the same. At Our Government House, in Our
City of OTTAWA, this EIGHTEENTH day of MAY, in the year of Our
Lord One thousand eight hundred and eighty-two, in the Forty-fifth
year of Our Reign.

By Command,
RICHARD POPE,
Clerk of the Crown in Chancery, Canada.

JOHN J. McGEE,
Deputy Governor.

[L.S.]

VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.*

To all to whom these presents shall come—GREETING :

WHEREAS, We are desirous and resolved, as soon as may be, to meet Our People of Our Dominion of Canada, and to have their advice in Parliament; We do make known Our Royal Will and Pleasure to call a Parliament, and do further declare that by the advice of Our Privy Council for Canada, We have, this day, given Orders for issuing Our Writs in due form, for calling a Parliament in Our said Dominion, which Writs are to bear date on the EIGHTEENTH day of MAY instant, and to be returnable on the SEVENTH day of AUGUST next.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, JOHN J. MCGEE, Deputy of Our Right Trusty and Well-Beloved Councillor SIR JOHN DOUGLAS SUTHERLAND CAMPBELL, (commonly called the Marquis of Lorne), Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada and Vice-Admiral of the same. At Our Government House, in Our City of OTTAWA, this EIGHTEENTH day of MAY, in the year of Our Lord One thousand eight hundred and eighty-two, and in the Forty-fifth year of Our Reign.

By Command,
RICHARD POPE,
Clerk of the Crown in Chancery, Canada.

JOHN J. McGEE,
Deputy Governor.

[L.S.]

VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.*

To all to whom these presents shall come—GREETING :

KNOW YE, that We, being desirous and resolved as soon as may be, to meet Our People of Our Dominion of Canada, and to have their advice in Parliament, do hereby, by and with the advice of Our Privy Council for Canada, summon and call together the House of Commons in and for Our said Dominion, to meet at Our City of OTTAWA, in Our said Dominion, on MONDAY, the SEVENTH day of AUGUST next, then and there to have conference and treaty with the Great Men and Senate of Our said Dominion.

IN TESTIMONY WHEREOF, We have caused these our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, JOHN J. MCGEE, Deputy of Our Right Trusty and Well-Beloved Councillor, SIR JOHN DOUGLAS SUTHERLAND CAMPBELL, (commonly called the Marquis of Lorne) Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same. At Our Government House, in Our City of OTTAWA, this EIGHTEENTH day of MAY, in the year of Our Lord One thousand eight hundred and eighty-two, and in the Forty-fifth year of Our Reign.

By Command,
RICHARD POPE,
Clerk of the Crown in Chancery, Canada.

LORNE.

[L.S.]

VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you—GREETING:

A PROCLAMATION.

WHEREAS, Our Parliament of Canada stands prorogued to the SEVENTH day of the month of AUGUST instant, at which time, at Our City of OTTAWA, you were held and constrained to appear; Now KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit, by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking, and by these presents enjoining you, and each of you, on the SIXTEENTH day of the month of SEPTEMBER next, to meet Us, in Our Parliament of Canada, at Our City of OTTAWA, there to take into consideration the state and welfare of Our said Dominion of Canada, and therein to do as may seem necessary. HEREIN FAIL NOT.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Well-Beloved Councillor, SIR JOHN DOUGLAS SUTHERLAND CAMPBELL (commonly called the Marquis of Lorne), Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same, &c., &c., &c. At Our Government House, in Our City of OTTAWA, this FOURTH day of AUGUST, in the year of Our Lord One thousand eight hundred and eighty-two, and in the Forty-sixth year of Our Reign.

By Command,
RICHARD POPE,
Clerk of the Crown in Chancery, Canada.

W. J. RITCHIE,

Deputy Governor.

[L. S.]

VICTORIA, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.*

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and, to each and every of you—GREETING:

A PROCLAMATION.

WHEREAS, Our Parliament of Canada stands prorogued to the SIXTEENTH day of the month of SEPTEMBER instant, at which time, at Our City of OTTAWA, you were held and constrained to appear; Now KNOW YE, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit, by and with the advice of Our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid,

hereby convoking, and by these presents enjoining you, and each of you, on the **TWENTY-SIXTH** day of the month of **OCTOBER** next, to meet Us, in Our Parliament of Canada, at Our City of **OTTAWA**, there to take into consideration the state and welfare of Our said Dominion of Canada, and therein to do as may seem necessary. **HEREIN FAIL NOT.**

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. **WITNESS**, The Honourable **SIR WILLIAM JOHNSTON RITCHIE**, Deputy of Our Right Trusty and Well-Beloved Councillor, **SIR JOHN DOUGLAS SUTHERLAND CAMPBELL** (commonly called the Marquis of Lorne), Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same, &c., &c., &c. At Our Government House, in Our City of **OTTAWA**, this **FIFTEENTH** day of **SEPTEMBER**, in the year of Our Lord One thousand eight hundred and eighty-two, and in the Forty-sixth year of Our Reiga.

By Command,
RICHARD POPE,
 Clerk of the Crown in Chancery, Canada.

W. J. RITCHIE,
 Deputy Governor.

[L.S.]

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the Members elected to serve in the House of Commons of Our said Dominion, and to each and every of you—**GREETING :**

A PROCLAMATION.

WHEREAS, Our Parliament of Canada stands prorogued to the **TWENTY-SIXTH** day of the month of **OCTOBER** instant, at which time, at Our City of **OTTAWA**, you were held and constrained to appear; Now **KNOW YE**, that for divers causes and considerations, and taking into consideration the ease and convenience of Our Loving Subjects, We have thought fit, by and with the advice of our Privy Council for Canada, to relieve you, and each of you, of your attendance at the time aforesaid, hereby convoking, and by these presents enjoining you, and each of you, on the **FIFTH** day of the month of **DECEMBER** next, to meet Us, in Our Parliament of Canada, at Our City of **OTTAWA**, there to take into consideration the state and welfare of Our said Dominion of Canada, and therein to do as may seem necessary. **HEREIN FAIL NOT.**

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. **WITNESS**, The Honourable **SIR WILLIAM JOHNSTON RITCHIE**, Deputy of Our Right Trusty and Well-Beloved Councillor, **SIR JOHN DOUGLAS SUTHERLAND CAMPBELL** (commonly called the Marquis of Lorne), Knight of Our Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same, &c., &c., &c. At Our Government House, in Our City of **OTTAWA**, this **TWENTIETH** day of **OCTOBER**, in the year of Our Lord One thousand eight hundred and eighty-two, and in the the Forty-sixth year of Our Reign.

By Command,
RICHARD POPE,
 Clerk of the Crown in Chancery, Canada.

W. J. RITCHIE,

Deputy Governor.

[L.S.]

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland,
 QUEEN, Defender of the Faith, &c., &c., &c.

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the
 Members elected to serve in the House of Commons of Our said Dominion, and
 to each and every of you—GREETING :

A PROCLAMATION.

WHEREAS, Our Parliament of Canada stands prorogued to the FIFTH day of the
 month of DECEMBER instant, at which time, at our City of OTTAWA, you were
 held and constrained to appear; Now Know YE, that for divers causes and consider-
 ations, and taking into consideration the ease and convenience of Our Loving
 Subjects, We have thought fit, by and with the advice of our Privy Council for Canada,
 to relieve you, and each of you, of your attendance at the time aforesaid, hereby con-
 voking, and by these presents enjoining you, and each of you, on the THIRTEENTH
 day of the month of JANUARY next, to meet Us, in Our Parliament of Canada, at
 Our City of OTTAWA, there to take into consideration the state and welfare of Our
 said Dominion of Canada, and therein to do as may seem necessary. HEREIN FAIL
 Not.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent,
 and the Great Seal of Canada to be hereunto affixed. WITNESS,
 The Honourable SIR WILLIAM JOHNSTON RITCHIE, Deputy of Our
 Right Trusty and Well-Beloved Councillor, Sir JOHN DOUGLAS
 SUTHERLAND CAMPBELL (commonly called the Marquis of Lorne),
 Knight of Our Most Ancient and Most Noble Order of the Thistle,
 Knight Grand Cross of Our Most Distinguished Order of Saint
 Michael and Saint George, Governor General of Canada and Vice-
 Admiral of the same, &c., &c., &c. At Our Government House, in
 Our City of OTTAWA, this FIRST day of DECEMBER, in the year of
 Our Lord One thousand eight hundred and eighty-two, and in the
 Forty-sixth year of Our Reign.

By Command,
 RICHARD POPE,
 Clerk of the Crown in Chancery, Canada.

JOHN J. MCGEE,

Deputy Administrator.

[L.S.]

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland,
 QUEEN, Defender of the Faith, &c., &c., &c.

To Our Beloved and Faithful the Senators of the Dominion of Canada, and the
 Members elected to serve in the House of Commons of Our said Dominion, and
 to each and every of you—GREETING :

A PROCLAMATION.

WHEREAS, the meeting of Our Parliament of Canada stands prorogued to the
 THIRTEENTH day of the month of JANUARY instant, NEVERTHELESS, for certain
 causes and considerations, We have thought fit further to prorogue the same to THURS-
 DAY, the EIGHTH day of the month of FEBRUARY next, so that neither you, nor any of

you, on the said THIRTEENTH day of JANUARY instant, at Our City of Ottawa, to appear are to be held and constrained: for WE DO WILL THAT you and each of you, be as to Us, in this matter, entirely exonerated; commanding, and by the tenor of these presents enjoining you, and each of you, and all others in this behalf interested, that on THURSDAY, the EIGHTH day of the month of FEBRUARY next, at Our City of OTTAWA aforesaid, personally you be and appear, for the DESPATCH OF BUSINESS, to treat, do, act and conclude upon those things which in Our said Parliament of Canada by the Common Council of Our said Dominion, may, by the favour of God, be ordained.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Canada to be hereunto affixed. WITNESS, JOHN J. MCGEE, Esquire, Deputy of Our Trusty and Well-Beloved General SIR PATRICK LEONARD MACDOUGALL, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Administrator of the Government of Canada, and Commander of Our Forces therein, &c., &c. At Our Government House. in Our City of OTTAWA, this FOURTH day of JANUARY, in the year of Our Lord One thousand eight hundred and eighty-three, and in the Forty-sixth year of Our Reign.

By Command,
RICHARD POPE,
Clerk of the Crown in Chancery, Canada.

R E T U R N

Of the names of the Members elected to serve in the House of Commons, pursuant to Writs of Election, bearing date at the City of Ottawa, the eighteenth day of May, One thousand eight hundred and eighty-two, issued by His Excellency Sir John Douglas Sutherland Campbell, commonly called the Marquis of Lorne, Governor General of Canada, and Vice-Admiral of the same, &c., &c., &c.

PROVINCE OF ONTARIO.

Electoral Districts.	Returning Officers.	Date of Election.	Members Elected.	Remarks.
Addington.....	Joseph B. Walkem, Barrister.....	20th June, 1882	John W. Bell.	
Algoma.....	Joseph Wilson, Gentleman.....	5th July, 1882	Simon J. Dawson.	
Bothwell ..	James Stephens, Gentleman	20th June, 1882	John J. Hawkins.	
Brant, N.R.....	Registrar of the County of Brant.....	"	James Somerville.	
Brant, S.R.....	Sheriff of the County of Brant.....	"	William Paterson.	
Brockville.....	James Reynolds, Barrister	"	John F. Wood.	
Bruce, N.R.....	Sheriff of the County of Bruce.....	"	Alexander McNeill	
Bruce, W.R.....	Registrar of the County of Bruce.....	"	James Somerville.	
Bruce, E.R.....	William Gunn.....	"	Rupert M. Wells .	
Cardwell	Registrar of the County of Peel.....	"	Thomas White.	
Carleton	Sheriff of the County of Carleton.....	"	Right Hon. Sir John A. Mac-	
Cornwall and Stor-			donald.	
mont.....	Sheriff D. E. McIntyre.....	"	Darby Bergin	
Dundas.....	Registrar of the County of Dundas.....	"	Charles E. Hickey.	
Durham, E.R.....	George C. Ward, Registrar	"	Arthur T. H. Williams.	
Durham, W.R.....	James McFeeters, Gentleman.....	"	Hon. Edward Blake.	
Elgin, E.R.....	Sheriff of the County of Elgin.....	"	John H. Wilson.	
Elgin, W.R.....	Registrar of the County of Elgin.....	"	George E. Casey.	
Essex, S.R.....	Registrar of the County of Essex.....	"	Lewis Wigle.	
Essex, N.R.....	Sheriff of the County of Essex.....	"	James C. Patterson.	
Fontenac	R. M. Rose, Registrar.....	15th June, 1882	George A. Kirkpatrick.....	Acclamation.

RETURN of the Names of the Members elected to serve in the House of Commons—Continued.

PROVINCE OF ONTARIO—Continued.

Electoral Districts.	Returning Officers.	Date of Election.	Members Elected.	Remarks.
Glengarry.....	Alexander R. Ferguson.....	20th June, 1882	Donald Macmaster.	
Grenville, S.R.....	C. J. H. Chiptman, M.D.....	"	William T. Benson.	
Grey, S.R.....	Alexander C. Mackenzie, Gentleman.....	"	George Landerkin.	
Grey, E.R.....	Joseph Ronke.....	"	Thomas S. Sproule.	
Grey, N.R.....	Alexander M. Stephens.....	"	Benjamin Allen.	
Haldimand.....	Registrar of the County of Haldimand.....	"	David Thompson.	
Halton.....	Edward S. Ruthven, Gentleman.....	"	William McCraney.	
Hamilton City.....	James E. O'Reilly.....	"	{ Francis E. Kilvert and Thomas Robertson.	
Hastings, W.R.....	Registrar of the County of Hastings.....	"	Alexander Robertson.	
Hastings, E.R.....	Charles Hudson, Merchant.....	"	John White.	
Hastings, N.R.....	James Haggerty, Yeoman.....	"	Hon. Mackenzie Bowell	
Huron, W.R.....	Benjamin Willson, Gentleman.....	"	Malcolm C. Cameron.	
Huron, E.R.....	James Perkins.....	"	Thomas Farrow.	
Huron, S.R.....	James Dickson, Registrar.....	"	John McMillan.	
Kent.....	Sheriff of the County of Kent.....	"	Henry Smyth.	
Kingston, City.....	W. Ferguson, Sheriff.....	"	Alexander Gunn.	
Lambton, W.R.....	Sheriff of the County of Lambton.....	"	James F. Lister.	
Lambton, E.R.....	Henry J. Caldwell, Editor.....	"	John H. Fairbank.	
Lanark, N.R.....	Thomas Coulter.....	"	Joseph Jamieson.	
Lanark, S.R.....	W.W. Berford, Attorney-at-Law.....	13th June, 1882	John G. Haggart.....	Acclamation.
Leeds & Grenville, N.R.....	Sheriff of the County of Leeds.....	20th June, 1882	Charles F. Ferguson.	
Leeds, S.R.....	Samuel McCammon.....	"	George Taylor.	
Lennox.....	Sheriff of the Counties of Lennox & Addington.	"	Rt. Hon. Sir John A. Macdonald.	
Lincoln and Niagara.....	Sheriff of the County of Lincoln.....	"	John C. Rykert.	
London, City.....	Registrar of the City of London.....	"	Hon. John Carling.	
Middlesex, E.R.....	James Ferguson, Registrar.....	"	Duncan Macmillan.	
Middlesex, N.R.....	William D. Stanley.....	"	Timothy Coughlin.	

Middlesex, W.R.	S. Blackburn, Registrar.	George W. Ross.
Middlesex, S.R.	William Glass, Sheriff.	James Armstrong,
Monck.	Charles E. S. Black.	Lauchlin McCallum.
Muskoka and Parry		
Sound.	Registrar of the District Muskoka.	William E. O'Brien.
Norfolk, S.R.	John Phelan, M. D.	Joseph Jackson.
Norfolk, N.E.	Sheriff of the County of Norfolk.	John Charlton.
Northumberland, W.R.	Roe Buck, Gentleman.	George Guillet.
Northumberland, E.R.	Registrar of the East Riding of the County of Northumberland.	Edward Cochrane.
Ontario, N.R.	J. H. Long.	Alexander P. Cockburn.
Ontario, S.R.	Registrar of the County of Ontario.	Francis W. Glen.
Ontario, W.R.	John A. McGillivray.	George Wheeler.
Ottawa, City	Registrar of the City of Ottawa.	{ Charles H. Mackintosh and Joseph Tassé.
Oxford, N.R.	Sheriff of the County of Oxford.	James Sutherland.
Oxford, S.R.	Registrar of the County of Oxford.	Archibald Harley.
Peel.	Sheriff of the County of Peel.	James Fleming.
Perth, N.R.	Frederick L. Menning.	Samuel R. Hesson.
Perth, S.R.	Thomas King.	James Trow.
Peterborough, W.R.	Sheriff of the County of Peterborough.	George Hilliard.
Peterborough, E.R.	Registrar of the County of Peterborough.	John Burnham.
Prescott.	Registrar of the County of Prescott.	Simon Labrosse.
Prince Edward.	James B. Morden, M. D.	John M. Platt.
Renfrew, N.R.	Sheriff of the County of Renfrew.	Peter White.
Renfrew, S.R.	Felix Devine.	Robert Campbell.
Russell.	Registrar of the County of Russell.	Moss K. Dickinson.
Simcoe, N.R.	Henry R. A. Boys.	D'Alton McCarthy.
Simcoe, S.R.	John W. Norris.	Colonel Richard Tyrwhitt.
Simcoe, E.R.	Sheriff of the County of Simcoe.	Herman H. Cook.
Toronto, West.	Huson W. M. Murray, Barrister.	James Beatty, jun.
Toronto, Centre.	Charles Lindsay, Registrar.	Robert Hay.
Toronto, East.	John Blevins, Barrister.	John Small.
Victoria, S.R.	Registrar of the County of Victoria.	Joseph R. Dundas.
Victoria, N.R.	Samuel Irwin, Gentleman.	Hector Cameron.
Waterloo, N.R.	Sheriff of the County of Waterloo.	Hugo Kranz.
Waterloo, S.R.	A. J. Brewster.	James Livingstone.

RETURN of the Names of the Members elected to serve in the House of Commons—Continued.

PROVINCE OF ONTARIO—Concluded.

Electoral Districts.	Returning Officers.	Date of Election.	Members Elected.	Remarks.
Welland.....	A. K. Scholfield.....	20th June, 1882	John Ferguson.	
Wellington, N.R.	Registrar of the County of Wellington.....	“	James McMullen.	
Wellington, C.R.	Thomas McManus.....	“	George T. Orton.	
Wellington, S.R.	Richard Mitchell.....	“	James Innes.	
Wentworth, N.R.	Edwin Woodhouse.....	“	Thomas Bain.	
Wentworth, S.R.	Wm. A. H. Duff, Barrister.....	“	Lewis Springer.	
York, N.R.	Seth Ashton.....	“	William Mulock.	
York, E.R.	Bernard Saunders.....	“	Hon. Alexander Mackenzie.	
York, W.R.	John D. Evans.....	“	Nathaniel C. Wallace.	
PROVINCE OF QUEBEC.				
Argenteuil.....	Henry Howard, Notary.....	13th June, 1882	Hon. J. J. C. Abbott.....	Acclamation.
Bagot.....	J. C. Bacheaud, Registrar.....	“	Hon. J. A. Mousseau.....	Acclamation.
Beauce.....	G. O. Taschereau, Notary.....	20th June, 1882	Joseph Bolduc.	Acclamation.
Beauharnois	Joseph Mayer, Registrar.....	13th June, 1882	Joseph G. H. Bergeron.....	Acclamation.
Bellechasse	Solyme Forgues, Registrar.....	20th June, 1882	Guillaume Amyot.	
Berthier.....	Bazile E. Pelland, Registrar.....	“	E. O. Cuthbert.	
Bonaventure.....	Henri J. Martin.....	13th June, 1882	Louis J. Riopel.....	Acclamation.
Brome	Thomas Brassard, Registrar.....	20th June, 1882	S. A. Fisher.	
Chambly.....	Pierre Hurteau, Registrar.....	“	Pierre B. Benoit.	
Champlain.....	J. G. Lamotte, Farmer.....	“	H. Montplaisir.	
Charlevoix	Telephore Fortin.....	“	Simon X. Cimon.	
Chateauguay.....	Philemon Laberge, Sheriff.....	“	Edward Holton.	

Chicoutimi and Saguenay.	Ovide Bossé, Sheriff.	11th July, 1882	Jean A. Gagné.	
Compton	E. S. Orr, Registrar	20th June, 1882	Hon. John Henry Pope.	Acclamation.
Dorchester	François Rouleau, Notary	13th June, 1882	Charles A. Lesage.	
Drummond and Arthabaska.	Bazile Théroux, Fils	20th June, 1882	Désiré O. Bourbeau.	
Gaspé	Joseph X. Lavoie, Prothonotary.	13th June, 1882	Hon. Pierre Fortin	Acclamation.
Hochelaga	L. W. Sicotte, Registrar.	"	Alphonse Desjardins	Acclamation.
Huntingdon	Daniel Shanks	20th June, 1882	Julius Seriver.	
Iberville.	Joseph E. Godreau, Notary	13th June, 1882	François Béchard.	Acclamation.
Joliette	Charles G. Beaudouin.	20th June, 1882	Edouard Guilbault	Election declared void.
Jacques Cartier	Léon Forest, Notary	"	Désiré Girouard.	
Kamouraska	Joseph G. Pelletier.	"	Charles B. Blondeau.	
Laprairie	Achille J. A. Roberge, Notary	"	Alfred Pinsonneault.	
L'Assomption	Berthelemi Rocher, Registrar.	"	Hilaire Hurteau.	
Laval	A. E. Léonard, Registrar.	13th June, 1882	J. Aldéric Ouimet.	Acclamation.
Lévis	L. N. Carrière, Registrar.	20th June, 1882	Hon. Joseph G. Blanchet.	
L'Islet	L. Z. Duval, Notary	"	Philippe Baby Casgrain.	
Lotbinière	Louis A. Lemay, Notary	"	Côme Isaié Rinfret.	
Maskinongé	Dr. M. Ferron.	"	Frederic Houde.	
Mégantic	William H. Lambly, Registrar.	"	Louis Israel Fréchette.	
Missisquoi	Richard Dickinson, Registrar	"	George B. Baker.	
Montcalm	M. B. Desrochers, Notary	"	Firmin Dugas.	
Montmagny	J. D. Lepine, Sheriff	"	Auguste C. P. R. Landry.	
Montmorency	Bruno Pelletier.	"	Pierre Vincent Valin.	
Montreal, West	Joel C. Baker, Merchant	"	Matthew H. Gault.	
Montreal, Centre	Peter Donovan	"	John Joseph Curran.	
Montreal, East	Joseph C. Auger, Registrar	13th June, 1882	Charles Joseph Coursol.	Acclamation.
Napierville	Ephraim Bouchard, Registrar.	20th June, 1882	Médéric Catudal.	
Nicolet.	J. Achille Blondin, Registrar.	13th June, 1882	François X. O. Méthot.	Acclamation.
Ottawa, County	W. Washburn, Registrar.	"	Alonzo Wright	Acclamation.
Pontiac	Walter Rimer, Registrar	20th June, 1882	John Bryson.	
Portneuf	N. E. Laconrocière, Notary	"	Joseph E. A. De St. Georges.	
Quebec, East	J. B. Amyot, Deputy Sheriff	"	Hon. Wilfred Laurier.	
Quebec, Centre	Eugène Drolet, Advocate	"	Joseph G. Bossé.	
Quebec, West	Lawrence Stafford, jun	"	Hon. Thomas McGreevy.	

RETURN of the Names of the Members elected to serve in the House of Commons — *Continued.*

PROVINCE OF QUEBEC — *Concluded.*

Electoral Districts.	Returning Officers.	Date of Election.	Members Elected.	Remarks.
Quebec, County.....	François Parent.....	20th June, 1882	Hon. A. P. Caron.	
Richmond and Wolfe.	Eugène S. Darche.....	13th June, 1882	William Bullock Ives.....	Acclamation.
Richelieu.....	Jules Chevallier, Registrar.....	20th June, 1882	Louis H. Massuc.	
Rimouski.....	Louis N. Coté, Farmer.....	"	Louis A. Billy.	
Rouville.....	H. E. Poulin, Registrar.....	"	George A. Gigault.	
St. Hyacinthe.....	Horace St. Germain, Registrar.....	"	Michel E. Bernier.	
St. John's.....	Octavien J. E. Boucher, Notary.....	"	François Bourassa.	
St. Maurice.....	William A. Bald.....	"	Louis L. L. Desaulniers.	
Shefford.....	Joseph Lefebvre, Registrar.....	"	Michel Auger.	
Sherbrooke, Town.....	G. F. Bowen, Sheriff.....	13th June, 1882	Robert Newton Hall.....	Acclamation.
Soulanges.....	Antoine M. Pharend, Notary.....	20th June, 1882	Jacques P. Lantier.....	Deceased.
Stanstead.....	C. A. Richardson, Registrar.....	"	Charles C. Colby.	
Temiscouata.....	Elie Mailloux, Registrar.....	13th June, 1882	Paul E. Grandbois.....	Acclamation.
Terrebonne.....	L. G. Lachaine, Registrar.....	20th June, 1882	Guillaume A. Nautel.....	Accepted an office of emolument under the Crown.
Three Rivers, City.....	Charles Dumoulin, Sheriff.....	13th June, 1882	Sir Hector L. Langevin.....	Acclamation.
Two Mountains.....	Z. Rousaille, Sheriff.....	"	Jean Baptiste Daoust.....	Acclamation.
Vaudreuil.....	Frs. de Salles Bastien, Registrar.....	20th June, 1882	Hugh McMillan.	
Verchères.....	Edmond Chagnon, Notary.....	"	Hon. Félix Geoffrion.	
Yamaska.....	Louis M. Blondin, Registrar.....	"	Fabien Vanasse dit Verteferuille.	
PROVINCE OF NOVA SCOTIA.				
Annapolis.....	Sheriff of the County of Annapolis.....	20th June, 1882	William H. Ray.	
Antigonish.....	do do Antigonish.....	"	Angus McIsaac.	
Colchester.....	do do Colchester.....	"	Hon. A. W. McLellan.	

Cumberland	do	Cumberland	13th June, 1882	Sir Chas. Tupper, C.B., K.C.M.G.	Acclamation.
Cape Breton	do	Cape Breton	20th June, 1882	Murray Dodd, and William McDonald.	
Digby	do	Digby	"	Hon. W. B. Vail.	
Guysborough	do	Guysborough	"	John A. Kirk.	
Halifax	do	Halifax	"	Malachy B. Daly, and Matthew H. Richey.	
Hants	do	County of Hants	"	William H. Allison.	
Inverness	do	Inverness	"	Hugh Cameron.	
King's	do	King's	"	Douglas B. Woodworth.	
Lunenburg	do	Lunenburg	"	Thomas F. Keefer.	
Pictou	do	Pictou	"	John McDougald, and Charles H. Tupper.	
Queen's	do	Queen's	"	James F. Forbes.	
Richmond	do	Richmond	"	Henry N. Paint.	
Shelburne	do	Shelburne	"	Thomas Robertson.	
Victoria	do	Victoria	"	Charles J. Campbell.	
Yarmouth	do	Yarmouth	"	Joseph R. Kinney.	

PROVINCE OF NEW BRUNSWICK.

Albert	Sheriff of the County of Albert	20th June, 1882	John Wallace.	
Carleton	Carleton	"	David Irvine.	
Charlotte	Charlotte	"	Arthur H. Gillmor.	
Gloucester	Gloucester	"	Kennedy F. Burns.	
Kent	Kent	"	Gilbert A. Girouard.	
King's	King's	"	George E. Foster	Election declared void.
Northumberland	Northumberland	13th June, 1882	Hon. Peter Mitchell	Acclamation.
Queen's	Queen's	20th June, 1882	George G. King.	
Restigouche	Restigouche	"	Robert Moffat.	
Sunbury	Sunbury	"	Charles Burpee.	
City and County of St. John	St. John	"	Hon. Isaac Burpee, and Charles Weldon.	
City of St. John	St. John	"	Sir S. L. Tilley, K.C.M.G., C.B.	
Victoria	Victoria	13th June, 1882	Hon. John Costigan	Acclamation.

RETURN of the Names of the Members elected to serve in the House of Commons—*Concluded.*

PROVINCE OF NEW BRUNSWICK—*Concluded.*

Electoral Districts.	Returning Officers.	Date of Election.	Members elected.	Remarks.
Westmoreland	Sheriff of the County of Westmoreland.....	20th June, 1882	Josiah Wood.	
York	do York.....	"	John Pickard.	
PROVINCE OF PRINCE EDWARD ISLAND.				
King's County District	Sheriff of the County of King's	20th June, 1882	P. A. McIntyre, and James E. Robertson, and Augustine C. Macdonald.....	Double Return hereunto ap- pended.
Prince County District	do do	"	Edward Hackett, and James Yeo.	
Queens County District	do do	"	Lewis H. Davies, and John T. Jenkins.	
PROVINCE OF BRITISH COLUMBIA.				
Cariboo	George Byrnes, Sheriff.....	22nd July, 1882	James Reid.....	Acclamation
New Westminster	James Morrison, Sheriff.....	7th July, 1882	Joshua A. R. Homer.....	Acclamation
Vancouver	Marshall Bray, Sheriff	4th Aug., 1882	David W. Gordon.	
Victoria	Thomas Harris, Sheriff.	21st July, 1882	Edgar C. Baker, and Noah Shakespeare.	
Yale.....	George C. Turnstall.....	28th Aug., 1882	Francis J. Barnard.	
PROVINCE OF MANITOBA.				
Lisgar	Thomas Sinclair, Registrar.....	4th July, 1882	A. W. Ross.	
Marquette.....	William J. James, Registrar.....	"	Robert Watson.	
Provencher	Joseph Lemay.....	27th June, 1882	Joseph Royal.....	Acclamation.
Selkirk	James P. Alexander	4th July, 1882	Hugh Sutherland.	
Winnipeg	E. P. Leacock	"	Thomas Scott.	

Office of the Clerk of the Crown in Chancery,
Ottawa, 8th February, 1883.

R. POPE,
Clerk of the Crown in Chancery for Canada.

KING'S COUNTY DISTRICT, }
 Province of Prince Edward Island. }

I hereby certify that one of the Members elected for the Electoral District of King's County, in pursuance of the within written writ, as having received the majority of votes lawfully given, is Peter Adolphus McIntyre, of Souris in King's County, Medical Doctor, and I further certify that James Edwin Robertson, of Montague, in King's County, Medical Doctor, a candidate at the election held by virtue of the within written writ, appears by the returns from the several deputy returning officers to have the next highest number of votes given at such election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such election, as appears by the several papers returned herewith and marked respectively with the letters E. F. G. H. and initialed by me, that the said James Edwin Robertson, at the time of his nomination as a candidate at such and at the time of the holding such election, was a member duly elected and returned for the House of Assembly of the Province of Prince Edward Island, for the fourth Electoral District of King's County, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of Canada at the said election.

I do hereby further certify that Augustine Colin McDonald, of Montague Bridge, in King's County, Merchant, a candidate at such election, duly qualified, has the next highest number of votes lawfully given at such election; and I do further make this return of and respecting the said James Edwin Robertson and Augustine Colin McDonald for the information of all whom it may concern.

(Signed) MICHAEL McCORMACK, *Returning Officer.*

Certified,

R. POPE,

Clerk of the Crown in Chancery for Canada.

JOURNALS
OF THE
HOUSE OF COMMONS
OF
CANADA.

FIRST SESSION, FIFTH PARLIAMENT, 1883.

Thursday, 8th February, 1883.

At the First Session of the Fifth Parliament of the Dominion of *Canada*, begun and holden in the City of *Ottawa*, on the Eighth day of February, in the Forty-sixth year of the Reign of Our Sovereign Lady, *Victoria*, of the United Kingdom of *Great Britain* and *Ireland*, QUEEN, Defender of the Faith, in the year of Our Lord, one thousand eight hundred and eighty-three.

On which day, being the first day of the meeting of this Parliament for the Despatch of Business, pursuant to a Proclamation (hereunto annexed), *John George Bourinot*, Esquire, Clerk of the House of Commons; *Donald William Macdonell*, *Gustavus William Wicksteed*, *Henry Hartney* and *François Fortunat Rouleau*, Esquires, Commissioners appointed by *Dedimus Potestatem* for administering the Oath to the Members of the House of Commons, all attending according to their duty; *Richard Pope*, Esquire, Clerk of the Crown in Chancery, delivered to the said *John George Bourinot*, a Roll containing a List of the names of such Members as had been returned to serve in this Parliament, together with a double Return for the Electoral District of *King's County (P.E.I.)* (copies of which List and double Return are hereunto annexed) the said Commissioners did administer the Oath to the Members who appeared, which being done, and the Members having subscribed the Roll containing the Oath, they repaired to their seats in the House.

A Message was brought by *René E. Kimber*, Esquire, Gentleman Usher of the Black Rod:—

GENTLEMEN:—

Sir *William Johnstone Ritchie*, Deputy-Governor, desires the immediate attendance of this Honourable House in the Senate Chamber.

Accordingly the House went up to the Senate Chamber ; where being,
The Honourable the Speaker of the Senate said :

Honourable Gentlemen of the Senate, and

Gentlemen of the House of Commons :

Sir *William Johnstone Ritchie*, Deputy Governor, does not see fit to declare the causes of summoning the present Parliament of *Canada*, until a Speaker of the House of Commons shall have been chosen according to Law ; but To-morrow, at the hour of Three o'clock in the afternoon, His Excellency the Governor General will declare the causes of his calling this Parliament.

And the Members having returned ;

The Right Honourable Sir *John A. Macdonald*, addressing himself to the Clerk of the House, (who, standing up, pointed to him and then sat down) proposed to the House for their Speaker, *George Airey Kirkpatrick*, Esquire, Member representing the Electoral District of the County of *Frontenac*, and moved, "That *George Airey Kirkpatrick*, Esquire, do take the Chair of this House as Speaker," in which Motion he was seconded by the Honourable Sir *Hector Louis Langevin*.

And the Question being called for, "That *George Airey Kirkpatrick*, Esquire, do take the Chair of this House as Speaker," it was accordingly put by the Clerk, and Resolved, *nemine contradicente*, That *George Airey Kirkpatrick*, Esquire, do take the Chair of this House as Speaker.

And the Clerk having declared Mr. *Kirkpatrick* duly elected, he was taken out of his place by the said Sir *John A. Macdonald* and Sir *Hector Louis Langevin*, and conducted to the Chair ; where, standing on the upper step, he returned his humble acknowledgments to the House for the great honour they had been pleased to confer upon him by unanimously choosing him to be their Speaker.

And thereupon he sat down in the Chair, and the Mace (which before lay under the Table) was laid upon the Table.

Then Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, That this House do now adjourn until To-morrow at Three o'clock P.M.

And the House accordingly adjourned.

Friday, 9th February, 1883.

The House being met ; and Mr. Speaker elect having taken the Chair ;

PRAYERS.

A Message was brought by *René E. Kimber*, Esquire, Gentleman Usher of the Black Rod :—

MR. SPEAKER,

His Excellency the Governor General desires the immediate attendance of this Honourable House in the Senate Chamber.

Accordingly, Mr. Speaker elect, with the House, went up to the Senate Chamber ;
And there Mr. Speaker spoke to the following effect, viz. :—

MAY IT PLEASE YOUR EXCELLENCY :

The House of Commons have elected me as their Speaker, though I am but little able to fulfil the important duties thus assigned to me.

If, in the performance of those duties, I should at any time fall into error, I pray that the fault may be imputed to me, and not to the Commons, whose servant I am, and who through me, the better to enable them to discharge their duty to their Queen and Country, humbly claim all their undoubted rights and privileges, especially that they may have freedom of Speech in their Debates, access to Your Excellency's person at all seasonable times, and that their proceedings may receive from Your Excellency the most favourable consideration.

Then the Honourable the Speaker of the Senate said :—

MR. SPEAKER,

I am commanded by His Excellency the Governor General to declare to you that he freely confides in the duty and attachment of the House of Commons to Her Majesty's Person and Government, and not doubting that their proceedings will be conducted with wisdom, temper and prudence, he grants, and upon all occasions will recognize and allow their constitutional privileges.

I am commanded also to assure you, that the Commons shall have ready access to His Excellency upon all seasonable occasions, and that their proceedings, as well as your words and actions, will constantly receive from him the most favourable construction.

And the House having returned ;—

Mr. Speaker reported that the House had been in the Senate Chamber, and that he had informed His Excellency that the choice of Speaker had fallen upon him ; and also in the name of this House and on its behalf, he had laid claim to all their rights and privileges, that they may enjoy freedom of Speech in their Debates, and have access to His Excellency's person as occasion shall require, and that all their proceedings may receive from His Excellency the most favourable construction ; to which His Excellency was pleased to say that he readily and willingly granted and allowed the Commons their constitutional privileges, as well as ready access to His Excellency on all seasonable occasions, and that their proceedings as well as their words and actions will constantly receive from him the most favourable construction.

Mr. Speaker informed the House, That the Clerk of the House had received from the Judges selected for the trial of Election Petitions, pursuant to *The Dominion Controverted Elections Act, 1874*, Certificates and Reports relating to the Elections,—

For the Electoral District of *King's, N.B.*, and

For the Electoral District of *Joliette* ;

And the same were read and ordered to be entered in the Journals of this House, and are as follow :—

KING'S, N.B., CONTROVERTED ELECTION.

In the Supreme Court.

THE DOMINION ELECTIONS ACT, 1874.

In the matter of the Election of a Member of the House of Commons, for the Electoral District of *King's*, in the Province of *New Brunswick*, holden on the twentieth day of June, A.D., 1882.

DOMINION OF CANADA,
 PROVINCE OF NEW BRUNSWICK, }

Between

WILLIAM H. BAXTER, and
 JAMES H. SECORD,

Petitioners.

and

GEORGE E. FOSTER,

Respondent.

I, the Honourable *John Wesley Weldon*, one of the Judges of the Supreme Court of Judicature for the Province of *New Brunswick*, and the Judge assigned to hold an Election Court, in matters arising out of the election of a Member to serve in the Parliament of *Canada*, for the County of *King's*, and the Judge before whom the said election was tried,

Do certify that the twenty-fifth day of September, 1882, was the day appointed for the trial of the matters contained in the said Petition, upon the application of the Respondent, and reasonable grounds shewn, the trial was postponed until Monday, the second day of October, then to be holden at the Court House, in Hampton, in the said County of *King's*.

On which day the trial was proceeded with, and four witnesses were examined.

On this day, Tuesday, the third day of October, when the fifth witness was called on behalf of the Respondent, the Senior Counsel for the Respondent addressed the Court, as follows:—

“In view of the evidence given yesterday in this matter, and the circumstances connected with it, and in view of the rulings of Judges, as to agency in election matters, and after consultation with my learned friends—associated with me—I am ready to admit that money had been spent by persons who might be construed to be agents of the Respondent, and on his behalf, I am willing Your Honour should report the seat vacant without going into further evidence.”

I stated to the Counsel that this admission would justify me in declaring the seat vacant, and I could so report it, but the Petition charges corrupt practices on the part of the Respondent, to disqualify him, and unless the same are withdrawn, the trial must go on, the costs up to this time would be on the Respondent, the costs from further proceedings on the Petition would fall on the failure to sustain that charge.

The Counsel for the Petition asked for a short time for consultation. After a consultation, the Counsel for the Petitioners said: “In justice to the Petitioners he would say that what was stated in the Petition was not without some grounds, he therefore acquiesced in the seat of the Respondent being declared vacant, which was the main object of the Petitioners, and they withdrew and abandoned any further proceedings against the Respondent personally.”

I approved of the very proper course the Counsel for the respective parties have taken; and in declaring the election of the Respondent null and void, I beg leave to report that no corrupt practice or the indiscretion of the witness was proved to have been done or committed by or with the knowledge or consent of the Respondent at the said election.

In declaring the election of the said Respondent for the Electoral District null and void, and in pursuance of the said Election Act, I beg leave to report, that no corrupt act or practice has been proved to have been committed by or with the knowledge or consent of any candidate at such election, nor have I any reason to believe that corrupt practices to any extent prevailed at the said election.

And, I am of opinion, that the enquiry into the circumstances of the election has not been rendered incomplete by the action of any of the parties to the Petition, and that further enquiry, as to whether corrupt practices extensively or at all further

prevailed than what appeared at the examination of witnesses, was not desirable nor necessary.

J. W. WELDON,
J.S.C.

Dated this fifth day of October, 1832.

To JOHN GEORGE BOURINOT, Esquire,
Clerk of the House of Commons.

JOLIETTE CONTROVERTED ELECTION.

JOLIETTE, 15th November, 1832.

To JOHN GEORGE BOURINOT, Esquire,
Clerk of the House of Commons.

In view of the vacancy in the office of Speaker of the House of Commons, I conceive it my duty, under the Law, to make to you this my report as follows: That on the 2nd, 3rd and 4th days of November instant, I presided as a Judge of the Superior Court for the Province of *Quebec*, at the trial of the Election Petition, complaining of the Election and Return of *Edouard Guilbault*, Esquire, Member elected to represent the Electoral District of *Joliette* in the House of Commons of *Canada*, at the last General Election, and that on the 4th day of November instant, I rendered the judgment, a copy of which is hereunto annexed, maintaining the said Election Petition and declaring the said election of the said *Edouard Guilbault* null and void, and rejecting the other conclusions of the said Election Petition.

I have further to report in conformity with the Dominion Controverted Election Act, 1874, that the said election was annulled on a declaration of the Respondent, *Edouard Guilbault*, that he consented that by reason of corrupt practices committed at the said election by certain Agents of the Respondent, but without his knowledge, without his participation, and contrary to his express prohibition, the said election should be annulled for all purposes whatsoever.

I further report that the Petitioners, after having caused several witnesses to be examined, and having begun to prove certain acts of corruption, declared that they withdrew the personal charges made against the Respondent, *Edouard Guilbault*, and that the Respondent, by reason of the consent he had given and of the withdrawal of the personal charges by the Petitioners, declared that he had no witness to produce; and that the evidence was not completed.

I consider that it is not my duty to make a special report mentioning the persons who may have been proved to have committed corrupt practices during the said election.

The shorthand writer appointed by me to record the *enquête*, by means of stenographic notes, not having as yet handed in copies of his notes, I shall produce them so soon as they are furnished to me.

I have the honour to be, Sir,
Your obedient servant,

M. MATHIEU,
J.S.C.

Superior Court.

"DOMINION CONTROVERTED ELECTIONS ACT, 1874."

CANADA,
 PROVINCE OF QUEBEC,
 DISTRICT OF JOLIETTE. }

JOLIETTE, 4th November, 1882.

PRESENT :

The Honourable Mr. Justice MICHAEL MATHIEU, J.S.C.

Election of a Member of the House of Commons of *Canada* for the Electoral District of *Joliette*, situated in the Judicial District of *Joliette*.

BENOIT TREMBLAY, *et al.*

Petitioners.

vs.

EDOUARD GUILBAULT,

Respondent.

The Court, after having heard the parties, to wit: the Petitioners and the said Respondent, *Edouard Guilbault*, by their respective Counsel, on the Election Petition presented against the Return, at the last election for the House of Commons of *Canada*, of *Edouard Guilbault*, Esquire, Respondent, for the Electoral District of *Joliette*, which took place on the 13th day of June, 1882, for the presentation of the candidates, and on the 20th day of June last for the polling of votes, examined the said Petition; the answer thereunto filed by the said Respondent, and all proceedings in this case and on the whole duly deliberated :

Inasmuch as the said Respondent, *Edouard Guilbault*, did, on the 13th October last, file in this case a declaration that in view of the corrupt practices committed at the said election by certain agents of the Respondent, but without his knowledge, without his participation, and in spite of his express prohibition, he consented that the said election should be annulled for all purposes whatever;

Whereas on this day, the Petitioners, by their Counsel and Attorneys, have declared that they withdraw the personal charges made against the Respondent, *Edouard Guilbault*, personally;

Whereas the said Respondent, by his Counsel and Attorneys, hath declared that, inasmuch as the Petitioners had declared that they purposed to bring no evidence except in proof of the charges against the Respondent personally, and whereas the said charges were withdrawn, he the Respondent declared that he had no counter evidence to bring to disprove the charges which the Petitioners had attempted to establish against the Respondent directly and against his agents in an indirect manner;

Whereas the said Petitioners have prayed that the said election be annulled with costs against the Respondent, and Respondent hath declared that he had no objections to the said prayer;

Whereas it appears from the said admission of the said *Edouard Guilbault*, the Respondent in this case, filed as aforesaid, on the 13th day of October last, that the said Election is tainted with certain acts of corruption and corrupt practices practised and committed irregularly for an unlawful purpose on behalf of the Respondent, by his agents and supporters, but without his knowledge and without his consent;

In virtue of the Act of the Parliament of *Canada*, intituled: "The Dominion Controverted Elections Act, 1874," hath declared and doth hereby declare the said Election null and void and of no effect:

And whereas the Petitioners have declared that they withdraw the personal charges they had made against the said Respondent, and in consequence thereof the Respondent hath not furnished evidence in disproof of the charges made in the said Election Petition and which the Petitioners had begun to prove and of which the proof is not complete ;

Hath rejected and doth reject the other conclusions of the said Election Petition except those relating to the nullity of the said election ;

Hath condemned and doth condemn the said Respondent, *Edouard Guilbault*, to pay to the said Petitioners all costs by them incurred on the said Election Petition.

M. MATHIEU,
J.S.C.

(A true copy),

DESROCHERS & DESILETS,
P.S.C.

Mr. Speaker also informed the House, That in conformity with the Act 37 *Victoria*, Chapter 10, Sections 5 and 36, the Clerk of the House had issued his Warrants to the Clerk of the Crown in Chancery to make out new Writs of Election for the said Electoral Districts of *King's*, *N.B.*, and *Joliette*.

Mr. Speaker further informed the House, That the Clerk of the House had received from the Judges selected for the trial of Elections Petitions, pursuant to "The Dominion Controverted Elections Act, 1874," Certificates and Reports relating to the Elections:—

For the Electoral District of *Napierville* ;

For the Electoral District of *Terrebonne* ;

For the Electoral District of the South Riding of the County of *Norfolk* ; and

For the Electoral District of *Verchères*.

And the same were read and ordered to be entered in the Journals of this House, and are as follow:—

NAPIERVILLE CONTROVERTED ELECTION.

(Translation.)

To JOHN GEORGE BOURINOT, Esq.,
Clerk of the House of Commons.

SIR,—In conformity with Section 29 of the Dominion Controverted Elections Act, 1874, I, the undersigned, one of the Judges of the Superior Court of the Province of *Quebec*, having tried the Election Petition of one *Sixte Coupal dit Laraine*, praying for the annulling of the election of one *Médéric Catudal*, proclaimed elected, in June last, a Member of the House of Commons for the Electoral District or County of *Napierville*, in the District of *Iberville*.

Report that after the closing of the trial of the said Petition, to wit, on the sixth September instant (1882), I rendered my decision, dismissing the said Petition, and declaring that the said *Médéric Catudal* had been duly elected a Member of the said House for the Electoral District of *Napierville*.

And in conformity with the same section of the said Act, I annex hereunto a written and certified copy of my said decision, and of the evidence adduced, which said evidence consisted solely of the interrogation of the said *Médéric Catudal*.

H. W. CHAGNON,
J.S.C.

St. JOHN'S, 16th September, 1882.

Superior Court.

DOMINION CONTROVERTED ELECTIONS ACT, 1874.

CANADA,
 PROVINCE OF QUEBEC, }
 DISTRICT OF IBERVILLE. }

No. 148.

ENQUÊTE BEFORE MR. JUSTICE CHAGNON.

SIXTE COUPAL dit LABRINE,

Petitioner.

vs.

MÉDÉRIC CATUDAL,

Respondent.

In the year 1882, the 6th day of September, appeared *Médéric Catudal*, manager of *La Banque St. Jean* at *Napierville*, residing at *Napierville* aforesaid, in the said District of *Iberville*, aged twenty-five years, witness summoned by Petitioner;

Who, having been duly sworn, deposed and saith: I am the Respondent in this case. I was a candidate at the last election of a Member of the House of Commons for the Electoral Division of *Napierville*; voting took place at the several polls on the 24th June last. After the voting I was declared the candidate elected, with an apparent majority of one hundred and forty-seven votes. My authorized agent was *Narcisse Catudal*, a burgess of *Napierville*. The names of all the persons mentioned in the Bill of Particulars now shown me are the names of electors of the Electoral Division of *Napierville*; and I believe these several persons voted at the last election.

From the issuing of the Writ ordering the election up to the day of voting I had frequent occasion to meet the said persons; and with some of them I spoke at times of my election, when I so met them. None of these persons were ever engaged by me as carters during the said election.

I never at any time paid any money whatsoever to any of the persons mentioned in the said Bill of Particulars, for services rendered during the said election. I never made them any promise of payment; neither directly nor indirectly.

Question: Apart from the various means you made use of in this electoral contest on the hustings, were you at any time during the said election guilty of corrupt practices or fraudulent proceedings in relation to all or any of the persons mentioned in the list or Bill of Particulars which was exhibited to you at the opening of your evidence?

Answer: No.

Counsel for the Respondent declines to cross-examine the witness.

Further deponent saith not, and this deposition having been read to him, he declareth it contains the truth, persists therein, and hath signed.

MÉDÉRIC CATUDAL.

Sworn, received and acknowledged, }
 before me in open Court, }
 (Signed) H. W. CHAGNON, }
 J.S.C. }

(A true copy),

H. MARCHAND,
 P.S.C.

CONTROVERTED ELECTIONS ACT, 1874.

CANADA,
 PROVINCE OF QUEBEC,
 DISTRICT OF IBERVILLE. }

Superior Court.

Wednesday, the 6th day of September, 1882.

Present:

HON. MR. JUSTICE CHAGNON.

No. 148.

In re

SIXTE COUPAL *dit* LARINE, Farmer, of the Village of *Napierville*, in the Parish of *St. Cyprien*, in the Electoral District of *Napierville*, otherwise called County of *Napierville*, in the Judicial District of *Iberville*, in the Province of *Quebec*, in the Dominion of *Canada*.

Petitioner.

vs.

MÉDÉRIC CATUDAL, Gentleman, of the Parish of *St. Cyprien*, in the Electoral District of *Napierville*.

Respondent.

After having heard the parties, by their Counsel, on the merits of the said Election Petition, and after having examined and heard the evidence adduced and on the whole duly deliberated,

I, the undersigned, one of the Judges of the Superior Court in the Province of *Quebec*, before whom the trial of the said Election Petition was had, in virtue of the powers on me conferred by the Act respecting Dominion Controverted Elections, of this Dominion of *Canada*, and sitting in and for the District of *Iberville*, within the limits whereof is situated the Electoral District of *Napierville*;

Whereas, the Petitioner hath furnished no proof whatsoever of any of the allegations of his petition;

Dismiss the said Election Petition with costs against the Petitioner, and in consequence confirm the election already made of the Respondent as a Member of the House of Commons of *Canada*, to represent and representing the said Electoral District of *Napierville*, and declare that the said Respondent, *Médéric Catudal*, whose election was controverted by the said Election Petition, was duly elected.

H. W. CHAGNON,
J. S. C.

(A true copy.)

H. MARCHAND,
P. S. C.

(*Translation.*)

TERREBONNE CONTROVERTED ELECTION.

STE. SCHOLASTIQUE, 2nd January, 1883.

To JOHN GEORGE BOURNOT, Esq.,
 Clerk of the House of Commons.

SIR,—In view of the vacancy in the office of Speaker, I have to report to you in the matter of the Terrebonne Election, *Séraphin Ouimet*, Petitioner, *vs.* Hon. *Joseph Adolphe Chapleau*.

I heard the parties on the merits of the preliminary objections made by the Defendant to the Election Petition of the said Petitioner, and the said Petitioner having admitted that the said preliminary objections were well founded, I maintained them and dismissed the Election Petition with costs.

I have the honour to be, Sir,
Your obedient servant,

M. MATHIEU,
J. S. C.

CANADA,
PROVINCE OF QUEBEC,
DISTRICT OF TERREBONNE. }

Superior Court.

STE. SCHOLASTIQUE, 22nd December, 1882.

PRESENT:

The Hon. MICHEL MATHIEU, J. S. C.

Dominion Controverted Elections Act, 1874.

Election of a Member of the House of Commons of *Canada*, for the Electoral District of *Terrebonne*, in the Judicial District of *Terrebonne*, held on the 16th day of August, 1882, for the nomination, and on the 23rd day of August, 1882, for the voting.

No. 6.

SÉRAPHIN OUMET, Merchant, of the Village of *Ste. Thérèse de Blainville*, in the Electoral District of *Terrebonne*,

Petitioner.

vs.

The Hon. JOS. ADOLPHE CHAPLEAU, Q.C., of the City of *Montreal*, in the District of *Montreal*,

Respondent.

The Court, after having heard the parties, namely the said Petitioner and the said Defendant, by their respective Counsel and Attorneys, on the merits of the preliminary objections filed in this case on the 1st December, 1882, by the said Respondent, against the Election Petition of the said Petitioner; examined the said preliminary objections, the said Election Petition, and all the record in the case;

Whereas, the said Petitioner hath admitted that the said preliminary objections are well founded:

Has maintained and maintains the said preliminary objections, has dismissed and dismisses the said Election Petition of the said Petitioner, *Séraphin Oumet*, and has condemned and condemns the said Petitioner, *Séraphin Oumet*, to costs *distracts* to Messrs. *Lacoste, Globensky, Bissailon* and *Brosseau*, Counsel for Respondent.

M. MATHIEU,
J. S. C.

(A true copy.)

ALPHONSE RABY,
Dep. P. S. C.

SOUTH NORFOLK CONTROVERTED ELECTION.

TORONTO, 27th December, 1882.

To JOHN GEORGE BOURINOT, Esq.,
Clerk of the House of Commons.

SIR,—I have the honour to inform you that a Petition presented to the Court of Appeal by *William Cookson Doyle*, complaining of the undue election and return of *Joseph Jackson* at the election for the South Riding of the County of *Norfolk*, holden on the twentieth day of June, A.D. 1882, on the grounds of bribery, treating, undue influence, and other corrupt practices, was tried before me on the fifth, sixth, seventh, eighth, ninth, eleventh, twelfth and fifteenth days of the present month of December, 1882.

I certify that I determined that the said *Joseph Jackson* was duly elected and returned.

I adjudged that the Petitioner pay the Respondent his costs of the petition and trial.

I have also to report that it has not been proved that any corrupt practice was committed by, or with the knowledge and consent of any candidate at the said election:

And that there is no reason to believe that corrupt practices prevailed extensively at the said election:

And that I am not of opinion that the inquiry into the circumstances of the said election has been rendered incomplete by the action of any of the parties to the Petition; and I am not of opinion that further enquiry as to whether corrupt practices have extensively prevailed is desirable.

The shorthand writer employed by me to take down the oral evidence given by the witnesses at the trial of the Petition, has not been able to complete a copy of his notes in time to append it hereto. A copy will be forwarded as soon as it can be completed.

I have the honour to be, Sir,

Your obedient servant,

C. S. PATTERSON,
J. A.

VERCHÈRES CONTROVERTED ELECTION.

(Translation.)

CANADA,
PROVINCE OF QUEBEC,
DISTRICT OF MONTREAL. }

Superior Court of Lower Canada.

DOMINION CONTROVERTED ELECTIONS ACT, 1874.

No. 1.

In re

Election of a Member of the House of Commons of *Canada* for the Electoral District of *Verchères*, in the District of *Verchères*, in the Judicial District of *Montreal*, held the 13th day of June, 1882, day of the nomination; the 20th June last, day of the polling.

The 23rd day of December, 1882.

PRESENT :

The Hon. JUSTICE RAINVILLE.

JOSEPH DANSEREAU, Burgess, of the Parish of *Verchères*,
Electoral District of *Verchères*.

Petitioner.

vs.

THE Hon. FELIX GEOFFRION, Notary, of the said Parish
of *Verchères*.

Respondent.

The Court, after having heard the parties, by their Counsel, on the merits of the Election Petition presented on the 14th day of August last (1882), examined the procedure and deliberated :

Inasmuch as the said Petitioner hath not proved the allegations contained in the said Election Petition, dismisses the said Election Petition with costs, and declares the said Honourable *Felix Geoffrion*, duly elected a Member of the House of Commons of *Canada*, for the Electoral District of *Verchères*, Judicial District of *Montreal*.

(A true copy.)

HUBERT, HONEY & GENDRON,
P. S. C.

To JOHN GEORGE BOURINOT, Esq.,
Clerk of the House of Commons.

Mr. Speaker further informed the House, That the Clerk of the House had received from the Clerk of the Crown in Chancery, the following Certificates :—

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA,
Ottawa, 5th February, 1883.

This is to certify that in virtue of a Writ of Election, dated the fourth day of August last, issued by His Excellency the Governor General, and addressed to *Louis Labelle*, of the Town of *St. Jérôme*, Gentleman, as Returning Officer for the Electoral District of *Terrebonne*, in the Province of *Quebec*, for the Election of a Member to represent the said Electoral District in the House of Commons of *Canada*, in the present Parliament, in the room of *Guillaume C. Nantel* who hath accepted an office of emolument under the Crown; the Honourable *Joseph Adolphe Chapleau* has been duly returned as such representative, as appears by the Return to the said Writ, deposited of Record in my office.

R. POPE, [L.S.]

Clerk of the Crown in Chancery, *Canada*.

To *J. G. Bourinot*, Esquire,
Clerk of the House of Commons of *Canada*.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA,
Ottawa, 5th February, 1883.

This is to certify that in virtue of a Writ of Election, dated the twelfth day of August last, issued by His Excellency the Governor General, and addressed to *J. C.*

Bachaud, Registrar, as Returning Officer for the Electoral District of *Bagot*, in the Province of *Quebec*, for the Election of a Member to represent the said Electoral District in the House of Commons of *Canada*, in the present Parliament, in the room of the Honourable *Joseph A. Mousseau* who hath accepted an office of emolument under the Crown; *Flavien Dupont*, of the Parish of *St. Liboire*, Notary, has been duly returned as such representative, as appears by the Return to the said Writ, deposited of Record in my office.

R. POPE, [L.S.]

Clerk of the Crown in Chancery, *Canada*.

To *J. G. Bourinot*, Esquire,
Clerk of the House of Commons of *Canada*.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA,
Ottawa, 5th February, 1883.

This is to certify that in virtue of a Writ of Election, dated the eighteenth day of November last, issued by His Excellency the Governor General, and addressed to *J. O. Désilets*, Prothonotary, as Returning Officer for the Electoral District of *Joliette* in the Province of *Quebec*, for the Election of a Member to represent the said Electoral District in the House of Commons of *Canada*, in the present Parliament, in the room of *Edouard Guilbault* whose election hath been declared void; *Edouard Guilbault*, of the Town of *Joliette*. Manufacturer and Farmer, has been duly returned as such representative, as appears by the Return to the said Writ, deposited of Record in my office.

R. POPE, [L.S.]

Clerk of the Crown in Chancery, *Canada*.

To *J. G. Bourinot*, Esquire,
Clerk of the House of Commons of *Canada*.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA,
Ottawa, 5th February, 1883.

This is to certify that in virtue of a Writ of Election, dated the sixth day of October last, issued by His Excellency the Governor General, and addressed to *Antoine M. Phavand*, Notary, as Returning Officer for the Electoral District of *Soulanges*, in the Province of *Quebec*, for the election of a Member to represent the said Electoral District in the House of Commons of *Canada*, in the present Parliament, in the room of *Jacques Philippe Lantier* who hath departed this life; *George R. L. G. H. S. de Beaujeu*, of the Parish of *St. Ignace du Coteau du Lac*, Gentleman, has been duly returned as such representative, as appears by the Return to the said Writ, deposited of Record in my office.

R. POPE, [L.S.]

Clerk of the Crown in Chancery, *Canada*.

To *J. G. Bourinot*, Esquire,
Clerk of the House of Commons of *Canada*.

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA,
Ottawa, 5th February, 1883.

This is to certify that in virtue of a Writ of Election, dated the twelfth day of October last, issued by His Excellency the Governor General, and addressed to the

Sheriff of the County of *Kings*, as Returning Officer for the Electoral District of *Kings*, in the Province of *New Brunswick*, for the Election of a Member to represent the said Electoral District in the House of Commons of *Canada*, in the present Parliament, in the room of *George E. Foster*, whose election hath been declared void; *George E. Foster*, of *Apohaqui*, Gentleman, has been duly returned as such representative, as appears by the Return to the said Writ, deposited of Record in my office.

R. POPE, [L.S.]

Clerk of the Crown in Chancery, *Canada*.

To *J. G. Bourinot*, Esquire,
Clerk of the House of Commons of *Canada*.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill respecting the administration of Oaths of Office.

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Mr. Speaker reported, That when the House did attend His Excellency the Governor General this day, in the Senate Chamber, His Excellency was pleased to make a Speech to both Houses of Parliament, of which Mr. Speaker said he had, to prevent mistakes, obtained a copy, which he read to the House, as followeth:—

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

It is my pleasing duty on the opening of a new Parliament to congratulate you on the auspicious circumstances under which you will begin your labours.

Canada is in the enjoyment of peace and prosperity, and all her industries, agricultural, manufacturing and commercial, are in a healthy and improving condition.

Following the example of my distinguished predecessor, I paid a visit of some length to *British Columbia* last season. The great natural resources of that Province promise that as soon as the *Pacific* Railway is completed, an impulse to its prosperity, commensurate with the progress made elsewhere, will be assured. Meanwhile, the disposal of the lands set aside in aid of the Railway to actual settlers will add to the importance and wealth of the Province.

While passing through the *United States* I was rejoiced to observe many evidences of regard for the Empire of which this country forms so large a portion. May this friendship, which is so fully returned by us, be as enduring as it is natural and advantageous to the mutual interests of both great nations.

The steady flow of settlers into *Manitoba* and the *North-West* Territories last year, and the assurances received of an increased immigration during the coming season, promise well for the early development of those fertile and salubrious regions.

It is important that the laws relating to the representation of the people in Parliament should be amended, and the electoral franchises existing in the several Provinces assimilated. A measure for this purpose will be submitted for your consideration.

I am advised that the Judgment of the Lords of the Judicial Committee of the Privy Council, delivered last June on the appeal of *Russell versus* the Queen, goes to show, that in order to prevent the unrestrained sale of intoxicating liquors, and for that purpose to regulate the granting of shop, saloon and tavern licenses, legislation by the Dominion Parliament will be necessary. Your earnest consideration of this important subject is desired.

Your attention is specially invited to a measure regulating Factory Labour and the protection of the workingman and his family.

Bills for the consolidation and amendment of the laws relating to the Customs, the Militia, and the Public Lands, will be laid before you.

Among other measures, Bills will be presented to you respecting the Civil Service, the Acts relating to Banking and the examination of Masters and Mates of vessels navigating our inland waters,

I am glad to be able to inform you that the progress of the *Canadian Pacific* Railway has been quite unprecedented. Traffic can now be carried on the main line from *Thunder Bay* to within fifty miles of the crossing of the *South Saskatchewan*, a distance of over one thousand miles. It is confidently expected that the *Rocky Mountains* will be reached during the present year, and that within the same period substantial progress will be made on the *Lake Superior* Section of the Railway, and the track laid upon a large portion of the road now under contract in *British Columbia*.

I have also pleasure in stating that the traffic on the *Intercolonial Railway* is largely in excess of any former year, and that the balance in favour of the road shows a gratifying increase.

Gentlemen of the House of Commons:

The Accounts of the last fiscal year will be laid before you.

You will be pleased to learn that, notwithstanding the expenditure on Capital account amounted to more than seven millions of dollars, the surplus of the Consolidated Revenue, together with the proceeds of the sales of the lands in the *North-West* during last year, were more than sufficient to cover that expenditure, and that the net debt at the close of the year and the amount of interest paid thereon, were less than for the year previous.

The Estimates for the ensuing year will also be submitted. They have been prepared with all due economy consistent with the necessary development of the varied resources of the Dominion.

On the first of January, 1885, the large five per cent. loan will mature. A Bill will be submitted authorizing the issue of Debentures bearing a rate of interest not exceeding four per cent. for the redemption of this loan.

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

The subjects I have mentioned to you are of much importance, and I commend them to your consideration, with full confidence in your discretion and patriotism.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the Speech of His Excellency the Governor General to both Houses of the Parliament of the Dominion of *Canada*, be taken into consideration on Monday next.

Resolved, That Select Standing Committees of this House, for the present Session, be appointed for the following purposes:—1. On Privileges and Elections.—2. On Expiring Laws.—3. On Railways, Canals and Telegraph Lines.—4. On Miscellaneous Private Bills.—5. On Standing Orders.—6. On Printing.—7. On Public Accounts.—8. On Banking and Commerce.—9. On Immigration and Colonization; which said Committees shall severally be empowered to examine and enquire into all such matters and things as may be referred to them by the House; and to report from time to time their observations and opinions thereon, with power to send for persons, papers and records.

Mr. Speaker communicated to the House the Report of the Librarian on the state of the Library of Parliament. (*Sessional Papers No. 15.*)

And then The House adjourned till Monday next.

Monday, 12th February, 1883.

PRAYERS.

Mr. Speaker informed the House, That he had received from the Honourable Mr. Justice Torrance, one of the Judges selected for the trial of Election Petitions, pursuant to The Dominion Controverted Elections Act, 1874. Judgment relating to the Election,—

For the Electoral District of *Jacques Cartier*.

And the same was read, and ordered to be entered in the Journals of this House, and is as followeth :—

(Translation.)

JACQUES CARTIER CONTROVERTED ELECTION.

CANADA,
Province of Quebec, }
District of Montreal. }

Superior Court for Lower Canada.

(The Dominion Controverted Elections Act, 1874.)

No. 2.

In re

The Election of a Member of the House of Commons of *Canada* for the Electoral District of *Jacques Cartier*, Judicial District of *Montreal*, held on the 13th June, 1882, for the nomination of Candidates, and the 20th June, 1882, for the voting.

The 22nd day of January, 1883.

PRESENT :

The Hon. Mr. JUSTICE TORRANCE.

ANTOINE BELANGER, Day Labourer and Sailor, of the Town of *Lachine*, in the Electoral District of *Jacques Cartier*, in the Judicial District of *Montreal*,

Petitioner.

vs.

DÉSIRÉ GIROUARD, Q.C., of the Parish of *Lachine*, in the District of *Montreal*,

Respondent.

The Court after having heard the parties, by their Counsel, on the merits of the Election Petition, presented on the 14th day of the month of August last (1882), examined the proceedings and deliberated :

Whereas the said Petitioner hath not proved the allegations contained in the Petition, dismisses the said Election Petition, with costs, and declares the said *Désiré Girouard* duly elected to the House of Commons of *Canada*, for the Electoral District of *Jacques Cartier*, Judicial District of *Montreal*.

(A true copy.)

HUBERT, HONEY & GENDRON,

P. S. C.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Beaty*,—The Petition of *John M. Geyette* and others, Steamboat Engineers of Canada.

By Mr. *Haggart*,—The Petition of the *Souris* and *Rocky Mountain* Railway Company.

By Mr. *Guillet*,—The Petition of the President, Directors and Company of the *Grafton* Harbour.

By Mr. *Tupper* (*Pictou*),—The Petition of the Union Bank of *Prince Edward Island*; and the Petition of the Bank of *Nova Scotia*.

By Mr. *Small*,—The Petition of *D. Blain* and others.

By Mr. *Wright*,—The Petition of *Malcolm McLeod*, of *Ottawa*, Advocate.

By Mr. *Landry*,—The Petition of *M. W. Baby* and others.

By Mr. *Kilbert*,—The Petition of *Thomas Elliott* and others, Steamboat Engineers of Canada.

By Mr. *Dundas*,—Two Petitions of the Municipal Council of the County of *Victoria*.

The Order of the Day being read, for taking into consideration the Speech of His Excellency the Governor General to both Houses of Parliament;

The House proceeded accordingly to take the said Speech into consideration.

Mr. *Tupper* (*Pictou*) moved, seconded by Mr. *Wood* (*Westmoreland*), and the Question being proposed, That an humble Address be presented to His Excellency the Governor General to thank His Excellency for his gracious Speech at the opening of the present Session; and further to assure His Excellency that we receive with much pleasure His Excellency's congratulations on the auspicious circumstances under which at the opening of a new Parliament we shall begin our labours.

That we are gratified by the expression of His Excellency's opinion, that *Canada* is in the enjoyment of peace and prosperity, and that all her industries, agricultural, manufacturing and commercial, are in a healthy and improving condition.

That we thank His Excellency for informing us that, following the example of his distinguished predecessor, he paid a visit of some length to *British Columbia* last season; and for the expression of his conviction that the great natural resources of that Province promise, that as soon as the *Pacific* Railway is completed, an impulse to its prosperity, commensurate with the progress made elsewhere, will be assured, and that meanwhile, the disposal of the lands set aside in aid of the Railway to actual settlers will add to the importance and wealth of the Province.

That we learn with great satisfaction that while passing through the *United States* His Excellency was rejoiced to observe many evidences of regard for the Empire of which this country forms so large a portion; and that we concur heartily in His Excellency's wish that this friendship, which is so fully returned by us, may be as enduring as it is natural and advantageous to the mutual interests of both great nations.

That we share His Excellency's belief that the steady flow of settlers into *Manitoba* and the *North-West Territories* last year, and the assurances received of an increased immigration during the coming season, promise well for the early development of those fertile and salubrious regions.

That we understand that His Excellency has been advised that it is important that the laws relating to the representation of the people in Parliament should be amended and the electoral franchises existing in the several Provinces assimilated; and that the measure to be submitted to us for this purpose will receive full consideration.

That we thank His Excellency for the intimation that he is advised that the Judgment of the Lords of the Judicial Committee of the Privy Council delivered last

June on the appeal of *Russell versus* the Queen goes to show, that in order to prevent the unrestrained sale of intoxicating liquors, and for that purpose to regulate the granting of shop, saloon and tavern licenses, legislation by the Dominion Parliament will be necessary; and that His Excellency may rest assured that our earnest consideration will be given to this important subject.

That our special attention shall be given to any measure submitted to us for regulating Factory Labour and the protection of the workingman and his family.

That the Bills for the consolidation and amendment of the laws relating to the Customs, the Militia, and the Public Lands, which His Excellency is pleased to say will be laid before us, shall receive our consideration; as shall also any measures presented to us respecting the Civil Service, the Acts relating to Banking, and the examination of Masters and Mates of vessels navigating our inland waters.

That it affords us much satisfaction to be informed by His Excellency that the progress of the Canadian *Pacific* Railway has been quite unprecedented, that traffic can now be carried on the main line from *Thunder Bay* to within fifty miles of the crossing of the *South Saskatchewan*, a distance of over one thousand miles, that it is confidently expected that the *Rocky Mountains* will be reached during the present year, and that within the same period substantial progress will be made on the *Lake Superior* Section of the Railway, and the tract laid upon a large portion of the road now under contract in *British Columbia*.

That we share the pleasure expressed by His Excellency in the statement that the traffic on the Intercolonial Railway is largely in excess of any former year, and that the balance in favour of the road shows a gratifying increase.

That we thank His Excellency for informing us that the Accounts of the last fiscal year will be laid before us; and that we are pleased to learn that, notwithstanding the expenditure on Capital account amounted to more than seven millions of dollars, the surplus of the Consolidated Revenue, together with the proceeds of the sales of the lands in the *North-West* during last year, were more than sufficient to cover that expenditure, and that the net debt at the close of the year and the amount of interest paid thereon were less than for the year previous.

That we shall respectfully consider the Estimates for the ensuing year to be submitted to us, and which will, we trust, be found to have been prepared with all due economy consistent with the necessary development of the varied resources of the Dominion.

That in view of the fact that on the first of January, 1885, the large 5 per cent. loan will mature, the Bill to be submitted to us authorizing the issue of Debentures bearing a rate of interest not exceeding 4 per cent. for the redemption of this loan, will receive our careful attention.

That we feel with His Excellency, that the subjects he has mentioned to us are of much importance, and that we shall endeavour, by our earnest consideration of all of them, to justify the full confidence which His Excellency has so kindly expressed in our discretion and patriotism.

Ordered, That the Question be put upon each paragraph of the said Motion.

And the first and subsequent paragraphs being again read, and the Question being separately put upon each:—It was resolved in the Affirmative.

Resolved, That the said Resolution be referred to a Select Committee composed of Sir *John A. Macdonald*, Sir *Leonard Tilley*, Sir *Hector L. Langevin*, Sir *Charles Tupper*, Messrs. *Tupper (Pictou)*, and *Wood (Westmoreland)*, to prepare and report the draft of an Address in answer to the Speech of His Excellency the Governor General to both Houses of Parliament, in conformity to the said Resolution.

Sir *John A. Macdonald* reported from the Select Committee appointed to draw up an Address to His Excellency the Governor General, That they had drawn up an Address accordingly, and the same was read, as followeth;—

To His Excellency the Right Honourable Sir *John Douglas Sutherland Campbell*, (commonly called the Marquis of *Lorne*), Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of *Saint Michael and Saint George*, Governor General of *Canada*, and Vice-Admiral of the same, etc., etc.

MAY IT PLEASE YOUR EXCELLENCY:—

We, Her Majesty's dutiful and loyal subjects, the Commons of *Canada* in Parliament assembled, humbly thank Your Excellency for your gracious Speech at the opening of the present Session.

We receive with much pleasure Your Excellency's congratulations on the auspicious circumstances under which at the opening of a new Parliament we shall begin our labours.

We are gratified by the expression of Your Excellency's opinion, that *Canada* is in the enjoyment of peace and prosperity, and that all her industries, agricultural, manufacturing and commercial, are in a healthy and improving condition.

We thank Your Excellency for informing us that, following the example of your distinguished predecessor, you paid a visit of some length to *British Columbia*, last season; and for the expression of your conviction that the great natural resources of that Province promise, that as soon as the *Pacific Railway* is completed, an impulse to its prosperity, commensurate with the progress made elsewhere, will be assured, and that, meanwhile, the disposal of the lands set aside in aid of the Railway to actual settlers will add to the importance and wealth of the Province.

We learn with great satisfaction that, while passing through the *United States*, Your Excellency was rejoiced to observe many evidences of regard for the Empire of which this country forms so large a portion; and that we concur heartily in Your Excellency's wish that this friendship, which is so fully returned by us, may be as enduring as it is natural and advantageous to the mutual interests of both great nations.

We share Your Excellency's belief that the steady flow of settlers into *Manitoba* and the *North-West Territories* last year, and the assurances received of an increased immigration during the coming season, promise well for the early development of those fertile and salubrious regions.

We understand that Your Excellency has been advised that it is important that the laws relating to the representation of the people in Parliament should be amended and the electoral franchises existing in the several Provinces assimilated; and that the measure to be submitted to us for this purpose will receive full consideration.

We thank Your Excellency for the intimation that you are advised that the Judgment of the Lords of the Judicial Committee of the Privy Council delivered last June on the appeal of *Russell versus the Queen* goes to show, that, in order to prevent the unrestrained sale of intoxicating liquors, and for that purpose to regulate the granting of shop, saloon and tavern licenses, legislation by the Dominion Parliament will be necessary; and that Your Excellency may rest assured that our earnest consideration will be given to this important subject.

Our special attention shall be given to any measure submitted to us for regulating Factory Labour and the protection of the workingman and his family.

The Bills for the consolidation and amendment of the laws relating to the Customs, the Militia, and the Public Lands, which Your Excellency is pleased to say will be laid before us, shall receive our consideration; as shall also any measures presented to us respecting the Civil Service, the Acts relating to Banking, and the examination of Masters and Mates of vessels navigating our inland waters.

It affords us much satisfaction to be informed by Your Excellency that the progress of the Canadian *Pacific Railway* has been quite unprecedented, that traffic can now be carried on the main line from *Thunder Bay* to within fifty miles of the crossing of the *South Saskatchewan*, a distance of over one thousand miles, that it is

confidently expected that the *Rocky Mountains* will be reached during the present year, and that within the same period substantial progress will be made on the *Lake Superior* Section of the Railway, and the track laid upon a large portion of the road now under contract in *British Columbia*.

We share the pleasure expressed by Your Excellency in the statement that the traffic on the Intercolonial Railway is largely in excess of any former year, and that the balance in favour of the road shows a gratifying increase.

We thank Your Excellency for informing us that the Accounts of the last fiscal year will be laid before us; and we are pleased to learn that, notwithstanding the expenditure on Capital account amounted to more than seven millions of dollars, the surplus of the Consolidated Revenue, together with the proceeds of the sales of the lands in the *North-West* during last year, were more than sufficient to cover that expenditure, and that the net debt at the close of the year and the amount of interest paid thereon were less than for the year previous.

We shall respectfully consider the Estimates for the ensuing year to be submitted to us, and which will, we trust, be found to have been prepared with all due economy consistent with the necessary development of the varied resources of the Dominion.

In view of the fact that on the first of January, 1885, the large 5 per cent. loan will mature, the Bill to be submitted to us authorizing the issue of Debentures, bearing a rate of interest not exceeding 4 per cent. for the redemption of this loan, will receive our careful attention.

We feel with Your Excellency that the subjects you have mentioned to us are of much importance, and we shall endeavour by our earnest consideration of all of them to justify the full confidence which Your Excellency has so kindly expressed in our discretion and patriotism.

The said Address, being read a second time, was agreed to.

Ordered, That the said Address be engrossed.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Sir *Leonard Tilley*, seconded by Mr. *Bowell*,

Resolved, That this House will, on Friday next, resolve itself into a Committee to consider of the Supply to be granted to Her Majesty.

On motion of Sir *Leonard Tilley*, seconded by Mr. *Bowell*,

Resolved, That this House will, on Friday next, resolve itself into a Committee of Ways and Means for raising the Supply to be granted to Her Majesty.

Resolved, That a Special Committee of seven Members be appointed to prepare and report, with all convenient speed, Lists of Members to compose the Select Standing Committees ordered by this House on Friday, the 9th instant, and that Sir *John A. Macdonald*, Sir *Leonard Tilley*, Sir *Charles Tupper*, Sir *Hector L. Langevin*, Messrs. *Blake*, *Mackenzie* and *Laurier*, do compose the said Committee.

On motion of Mr. *Bowell*, seconded by Mr. *McCarthy*,

Resolved, That a Select Committee composed of Messieurs *Béchar*, *Bergin*, *Coiby*, *Charlton*, *Desjardins*, *McDonald* (*Cape Breton*), *Ross* (*Middlesex*), *Scriver*, and *White* (*Cardwell*), be appointed to supervise the Official Report of the Debates of this House during the present Session, with power to report from time to time.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, delivered to Mr. Speaker a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered), and is as followeth:—

Lorne.

The Governor General transmits to the House of Commons, the accompanying Copy of a Despatch from The Right Honourable The Secretary of State for the Colonies, in reply to an Address to Her Majesty the Queen, from the Senate and the House of Commons, presented to His Excellency in May, 1882.

GOVERNMENT HOUSE,
Ottawa, 12th February, 1883.

The Right Honourable The Earl of Kimberley to Governor General the Marquis of Lorne, K.T., G.C.M.G.

DOWNING STREET, June 12, 1882.

MY LORD,—I have received and laid before the Queen the Address to Her Majesty from the Senate and House of Commons of *Canada* in Parliament assembled, which was transmitted in your Lordship's despatch of the 16th of May.

I am commanded by Her Majesty to request that you will convey to the Senate and House of Commons Her appreciation of the renewed expression of their unswerving loyalty and devotion to Her Majesty's person and Government.

Her Majesty will always gladly receive the advice of the Parliament of *Canada* on all matters relating to the Dominion, and the administration of its affairs; but with respect to the questions referred to in the Address, Her Majesty will, in accordance with the constitution of this country, have regard to the advice of the Imperial Parliament and Ministers, to whom all matters relating to the affairs of the *United Kingdom* exclusively appertain.

I have, &c.,

(Signed)

KIMBERLEY.

The Marquis of Lorne.

And then The House adjourned till To-morrow.

Tuesday, 13th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Smyth*,—The Petition of the Municipal Council of the County of *Kent*.

By Mr. *McCraney*,—The Petition of the Municipal Council of the County of *Halton*.

By Mr. *Davies*,—The Petition of the President, Directors, and Shareholders of the Farmers' Bank of *Rustico, Prince Edward Island*.

By Mr. *Rykert*,—The Petition of *Charles Linter* and others, Steamboat Engineers, of *Canada*.

Ordered, That Mr. *McCarthy* have leave to bring in a Bill to amend an Act respecting procedure in Criminal cases, and other matters relating to Criminal Law.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *McCarthy* have leave to bring in a Bill for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. Speaker laid before the House,—Statement of Receipts and Disbursements of the Accountant of the House of Commons, for the year ending 30th June, 1882, as followeth :—

STATEMENT showing the Receipts and Disbursements of the Accountant of the House of Commons for the Year ending 30th June, 1882.

Receipts.	\$ cts.	\$ cts.	Disbursements.	\$ cts.	\$ cts.
<i>Indemnity.</i>					
To Letters of Credit.....	232,000 00		By Indemnity.....	197,929 20	
			Mileage.....	22,808 40	220,737 60
<i>Contingencies.</i>					
To Letters of Credit.....	140,037 48		By Salaries—Officers.....	67,138 09	
			do Messengers.....	1,285 03	
			Expenses of Committees.....		
			Extra Service Clerks, &c.....	\$12,212 00	
			do Messengers, Pages, &c.....	10,035 00	
			Debates Account, Session 1880-81—		
			By Balance Miscellaneous.....	\$ 33 30	
			Debates Account, 1882, on Account not		
			closed—		
			By Reporting.....	\$8,600 00	
			Announcements.....	1,176 00	
			Printing.....	6,265 50	
			Translating.....	2,982 50	
			Paper.....	2,020 00	
			Miscellaneous.....	117 30	
				21,161 30	
			Stationery.....	21,194 60	
			Newspapers and Advertising.....	9,425 40	
			Postage and Telegraph.....	1,421 42	
			Chief Messenger's Disbursements.....	1,326 96	
			Tradesmen and others.....	3,069 45	
			Miscellaneous.....	5,001 06	
			Gasmen.....	3,931 59	
			Unforeseen Ac't, Super. Officers.....	122 50	
			do Messengers.....		
			Miscellaneous.....	3,642 75	139,805 85
			Total Expenditure.....		\$360,543 45
			Lapsed Balance Indemnity.....	11,262 40	
			do Contingencies.....	231 63	11,494 03
Total.....	\$372,037 48	\$372,037 48	Total.....		\$372,037 48

HENRY HARTNEY, Accountant, House of Commons.

J. L. McDOUGALL, Auditor-General.

On motion of Mr. *Dawson*, seconded by Mr. *Wright*,

Ordered, That there be laid before this House, a Return of all correspondence relating to the disasters which have occurred to Canadian vessels, navigating the Great Lakes and the Georgian Bay, within the past three years; together with the Reports of persons appointed to enquire into the causes of these disasters; the names of the vessels lost or stranded, and the ports from which they sailed; also a Statement of the reported loss of life in each case.

And then The House adjourned till To-morrow.

Wednesday, 14th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Wilson*,—Two Petitions of the Municipal Council of the County of *Elgin*.

By Mr. *Thompson*,—The Petition of the Municipal Council of the County of *Haldimand*.

By Mr. *Massue*,—The Petition of *Jean Baptiste Gauthier*, of *Sorel*, one of the Veterans of 1812-15.

By Mr. *Patterson (Essex)*,—The Petition of *Hugh Lennox* and others, Farmers, of the County of *Essex*.

By Mr. *Smyth*,—The Petition of the Municipal Council of the Town of *Chatham*, County of *Kent*.

By Mr. *Sutherland (Oxford)*,—The Petition of the Municipal Council of the County of *Oxford*.

By Mr. *Desjardins*,—The Petition of the Credit Foncier Franco-Canadien.

By Mr. *McCarthy*,—The Petition of *James Crossland* and others, Steamboat Engineers of *Canada*; and the Petition of the Municipal Council of the County of *Simcoe*.

By Mr. *Vain*,—The Petition of *Edmond Lachance* and others, of the Electoral District of *Montmorency*.

By Mr. *Casey*,—The Petition of the Municipal Council of the County of *Elgin*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John M. Geyette* and others; and of *Thomas Elliott* and others, Steamboat Engineers of *Canada*; severally praying for certain amendments to the Steamboat Inspection Act, 1882.

Of the *Souris* and *Rocky Mountain* Railway Company; praying for the passing of an Act empowering them to change the name of the said Company to that of the *Manitoba* and *Rocky Mountain* Railway Company, to extend the time for the commencement of work upon main line of said Railway, and for further amendments to their Acts of incorporation.

Of the President, Directors and Company, of the *Grafton Harbour*; praying for the passing of an Act empowering them to change the name of said Company to that of the *Grafton Harbour* Company, to legalize certain proceedings of said Company, and for other purposes.

Of the Union Bank of *Prince Edward Island*; praying for the passing of an Act empowering them to amalgamate with the Bank of *Nova Scotia*.

Of the Bank of *Nova Scotia*; praying for the passing of an Act empowering them to amalgamate with the Union Bank of *Prince Edward Island*, also to reduce their capital stock, and for other purposes.

Of *D. Blain* and others; praying for an Act of incorporation under the name of the Central Bank of *Canada*.

Of *Malcolm McLeod*, of *Ottawa*, Advocate; praying that his claims for special services rendered in the *North-West Territories*, may be considered by the House.

Of *M. W. Baby* and others; praying for the passing of an Act incorporating them as a Company, for the purpose of constructing a Railway from a point on the *Quebec* and *Lake St. John* Railway, in the Province of *Quebec*, to a point on or near the coast of *James' Bay*, and for other purposes.

Of the Municipal Council of the County of *Victoria*; praying that an Act may be passed providing for the adjustment of difficulties arising between Railway Companies and the public, respecting rates and charges.

Of the Municipal Council of the County of *Victoria*; praying that a duty may be imposed upon fine wools imported into *Canada*.

Ordered, That *Mr. Robertson (Hamilton)* have leave to bring in a Bill to amend the Law of Evidence in criminal cases.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Casgrain* have leave to bring in a Bill for the better prevention of fraud in relation to contracts involving the expenditure of public moneys.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Cameron (Huron)* have leave to bring in a Bill to provide that persons charged with misdemeanors shall be competent as witnesses.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Cameron (Huron)* have leave to bring in a Bill to amend the Criminal Law, and to extend the provisions of the Act respecting offences against the person.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

And then The House adjourned till To-morrow.

Thursday, 15th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By *Mr. White (Cardwell)*,—The Petition of the National Insurance Company; the Petition of the Professors and Lecturers in McGill University, *Montreal*; and the Petition of the *Montreal* Auxiliary of the British and Foreign Bible Society.

By *Mr. Royal*,—The Petition of the Right Reverend *Vital Grandin*, Roman Catholic Bishop of *St. Albert*, on behalf of himself, and of the Association of

Ecclesiastics known as "Les Révérends Pères Oblats de Marie Immaculée of the North-West Territories."

By Mr. *Sproule*,—The Petition of the County Council of the County of *Grey*.

By Mr. *Gunn*,—The Petition of *James Gillie*, and others, Steamboat Engineers of *Canada*.

By Sir *Hector L. Langevin*,—The Petition of the *Quebec Fire Insurance Company*.

By Mr. *Cameron (Victoria)*,—The Petition of the Northern Railway Company of *Canada*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Municipal Council of the County of *Kent*; and of the Municipal Council of the County of *Halton*; severally praying that a duty may be imposed upon fine wools imported into *Canada*.

Of the President, Directors and Shareholders of the Farmers' Bank of *Rustico, Prince Edward Island*; praying for a continuance of their charter until the year 1891.

Of *Charles Linter* and others, Steamboat Engineers of *Canada*; praying for certain amendments to the Steamboat Inspection Act, 1882.

Sir *John A. Macdonald*, from the Special Committee appointed to prepare and report Lists of Members to compose the Select Standing Committees ordered by this House, reported, That they had prepared Lists of Members accordingly, and the same were read, as follow:—

1. ON PRIVILEGES AND ELECTIONS.—Messieurs *Abbott, Amyot, Blake, Blanchet, Bossé, Cameron (Huron), Cameron (Victoria), Casgrain, Colby, Costigan, Curran, Davies, Desjardins, Ferguson (Leeds and Grenville), Hall, Laurier, Lister, Mackenzie, Macmaster, McCarthy, McIntyre, McIsaac, Ouimet, Patterson (Essex), Richey, Robertson (Hamilton), Royal, Shakespeare, Tupper (Pictou), Weldon, Wells, White (Cardwell)* and *Woodworth*.—33.

2. ON EXPIRING LAWS.—Messieurs *Armstrong, Benson, Billy, Cameron (Inverness), Campbell (Renfrew), Campbell (Victoria), Casey, Cochrane, Coughlin, Daoust, De Beaujeu, De St. Georges, Desaulniers, Dodd, Fréchette, Guillet, Hackett, Harley, Hesson, Labrosse, McMillan (Huron), McMillan (Vaudreuil), McIntyre, Paint, Rinfret, Robertson (Hastings), Tyrwhitt, Valin, Wheler and Yeo*.—30. And that the Quorum of the said Committee do consist of Seven Members.

3. ON RAILWAYS, CANALS AND TELEGRAPH LINES.—Messieurs *Abbott, Allen, Bain, Baker (Missisquoi), Barnard, Beaty, Béchard, Bell, Benoit, Bergeron, Bergin, Bernier, Blake, Blanchet, Blondeau, Bolduc, Bossé, Bourassa, Bryson, Burns, Burpee (St. John), Burpee (Sunbury), Cameron (Huron), Cameron (Inverness), Cameron (Victoria), Carling, Caron, Casey, Casgrain, Chapleau, Charlton, Cockburn, Colby, Cook, Costigan, Coursol, Curran, Davies, De Beaujeu, Desjardins, Fairbank, Ferguson (Weland), Fisher, Forbes, Fortin, Foster, Gault, Geoffrion, Girouard (Jacques Cartier), Girouard (Kent), Glen, Gordon, Haggart, Hall, Hay, Hickey, Hilliard, Holton, Houde, Irvine, Ives, Kilvert, King, Kinney, Landry, Langevin, Laurier, Livingstone, Macdonald (Sir John), McDonald (Cape Breton), Mackenzie, Mackintosh, Macmaster, Macmillan (Middlesex), McCollum, McCarthy, McCraney, McDougald, McGreevy, McIsaac, McLellan, Méthot, Mitchell, Mulock, Orton, Ouimet, Paint, Patterson (Essex), Pickard, Pope, Ray, Richey, Riopel, Robertson (Hamilton), Robertson (Hastings), Robertson (Shelburne), Ross (Lisgar), Royal, Rykert, Scott, Scriver, Small, Smyth, Sproule, Sutherland (Oxford), Sutherland (Selkirk), Tassé, Thompson, Tilley, Trow, Tupper, (Cumberland), Tupper (Pictou), Vail, Valin, Vanasse, Wallace (Albert), Wallace (York), Watson, Weldon, Wells, Wheler, White (Cardwell), White (Hastings), White (Renfrew), Wigle, Williams, Wilson, Wood (Brockville), Wood (Westmoreland), Woodworth and Wright*.—131.

4. ON MISCELLANEOUS PRIVATE BILLS.—Messieurs *Allison, Amyot, Baker (Missisquoi), Bell, Benson, Bourassa, Burns, Burpee (Sunbury), Caron, Casey, Catudal,*

Cockburn, Cuthbert, Daoust, Desaulniers, Dodd, Farrow, Fleming, Foster, Fréchette, Gagné, Geoffrion, Gillmor, Girouard (Jacques Cartier), Girouard (Kent), Guilbault, Hawkins, Hay, Hickey, Holton, Homer, Ives, Jamieson, Jenkins, Kinney, Kranz, Labrosse, Laurier, Lesage, Lister, Macmaster, Massue, McIsaac, McMullen, Méthot, Montplaisir, Ouimet, Pinsonneault, Ray, Reid, Richey, Rinfret, Robertson (Shelburne), Scriver, Small, Smyth, Somerville (Brant), Springer, Sproule, Tassé, Taylor, Thompson, Tupper (Piclou), Vanasse, Wallace (Albert), Weldon, Wells, Wheeler and Wright.—69. And that the Quorum of the said Committee do consist of Seven Members.

5. ON STANDING ORDERS.—Messieurs Auger, Bain, Baker (Victoria), Beaty, Bergeron, Bourbeau, Burnham, Casgrain, Coughlin, Daly, Dawson, De St. Georges, Dundas, Dupont, Ferguson (Leeds and Grenville), Ferguson (Welland), Gault, Gigault, Gillmor, Gordon, Grandbois, Gunn, Hackett, Houde, Hurteau, Innes, Irvine, Jackson, Keefer, Landerkin, Livingstone, McDonald (Cape Breton), Macmillan (Middlesex), Massue, Méthot, Moffat, O'Brien, Paterson (Brant), Patterson (Essex), Rinfret, Sutherland (Oxford) and Wood (Brockville).—42. And that the Quorum of the said Committee do consist of Seven Members.

6. ON PRINTING.—Messieurs Baker (Missisquoi), Bergin, Bourassa, Bowell, Desjardins, Foster, Houde, Landry, McDonald (Cape Breton), Ross (Middlesex), Somerville (Brant), Tassé, Thompson, Trow and White (Cardwell).—15.

7. ON PUBLIC ACCOUNTS.—Messieurs Baker (Victoria), Béchard, Bergeron, Bergin, Blake, Blanchet, Bowell, Burpee (St. John), Charlton, Cimon, Colby, Costigan, Coursol, Desaulniers, Farrow, Ferguson (Welland), Glen, Grandbois, Hawkins, Holton, Ives, Jenkins, Kilvert, King, Laurier, Mackenzie, Massue, McDougald, McLellan, Mulock, Pope, Riopel, Robertson (Shelburne), Ross (Middlesex), Rykert, Scriver, Smyth, Somerville (Brant), Sutherland (Selkirk), Tilley, Tupper (Cumberland), White (Cardwell), White (Hastings), Wood (Brockville) and Wood (Westmoreland).—45. And that the Quorum of the said Committee do consist of Nine Members.

8. ON BANKING AND COMMERCE.—Messieurs Abbott, Allison, Béchard, Bernier, Blake, Bossé, Bourbeau, Bowell, Bryson, Burnham, Burpee (St. John), Burpee (Sunbury), Cameron (Huron), Cameron (Victoria), Campbell (Victoria), Carling, Casgrain, Chapeau, Charlton, Cochrane, Coursol, Curran, Cuthbert, Daly, Davies, Dawson, Desjardins, Dickinson, Dugas, Dundas, Dupont, Fairbank, Fleming, Forbes, Fortin, Gault, Gigault, Girouard (Jacques Cartier), Glen, Guillet, Gunn, Hackett, Haggart, Hall, Hesson, Hilliard, Innes, Ives, Jackson, Jamieson, Keefer, Kilvert, Kinney, Kirk, Kranz, Landerkin, Landry, Lesage, Macdonald (Sir John), Mackenzie, Mackintosh, Massue, McCallum, McCarthy, McDougald, McGreevy, McMullen, McNeill, Mitchell, Moffat, O'Brien, Orton, Ouimet, Paterson (Brant), Picard, Platt, Reid, Robertson (Hamilton), Ross (Middlesex), Rykert, Scott, Scriver, Shakespeare, Somerville (Bruce), Sutherland (Oxford), Tilley, Vail, Vanasse, Wallace (York), Weldon, Williams, Wood (Westmoreland), Wright and Yeo.—94. And that the Quorum of said Committee do consist of Nine Members.

9. ON IMMIGRATION AND COLONIZATION.—Messieurs Allen, Allison, Armstrong, Auger, Bain, Baker (Victoria), Barnard, Béchard, Bell, Benoit, Bilby, Blondiau, Bolduc, Bourassa, Bryson, Burnham, Burns, Campbell (Renfrew), Catudal, Cimon, Cochrane, Cockburn, Coughlin, Daly, Dawson, DeBeaujeu, Dickinson, Dugas, Farrow, Ferguson (Leeds and Grenville), Fisher, Fortin, Gagné, Girouard (Kent), Grandbois, Guilbault, Harley, Hawkins, Hay, Hickey, Homer, Hurteau, King, Kirk, Kranz, Labrosse, Mackintosh, McMillan (Huron), McMillan (Vaudreuil), McCraney, McNeill, Montplaisir, Orton, Paterson (Brant), Pinsonneault, Platt, Pope, Ray, Robertson (Hastings), Ross (Lisgar), Royal, Scott, Somerville (Bruce), Springer, Sproule, Sutherland, (Selkirk), Taylor, Trow, Tyrwhitt, Vail, Watson, White (Hastings), White (Renfrew), Wigle, Wilson, Woodworth, Wright and Yeo.—78. And that the Quorum of the said Committee to consist of Nine Members.

On motion of Sir John A. Macdonald, seconded by Sir Hector L. Langevin,

Resolved, That this House doth concur in the said Report, in so far as it relates to the Select Standing Committee on Standing Orders.

Ordered, That Mr. *Beaty* have leave to bring in a Bill for the Discharge of Past Insolvents.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Beaty* have leave to bring in a Bill for the equitable distribution of Insolvents' Estates.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Public Accounts of *Canada*, for the fiscal year ended 30th June, 1882. (*Sessional Papers*, No. 1.)

Also Report of the Auditor-General on Appropriation Accounts, for the year ended 30th June, 1882, in accordance with the Act 41 *Victoria*, Chapter 4. (*Sessional Papers*, No. 6.)

Mr. *Bowell*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Tables of the Trade and Navigation of the Dominion of *Canada*, for the fiscal year ended 30th June, 1882. (*Sessional Papers*, No. 2.)

And then The House adjourned till To-morrow.

Friday, 16th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Beaty*,—The Petition of *D. B. Chisholm*, and others; and the Petition of the Board of Trade of the City of *Toronto*.

By Mr. *Cameron* (*Victoria*),—The Petition of *Nicol Kingsmill* and others; the Petition of the *Ontario and Quebec Railway Company*; and the Petition of the *Chignecto Marine Transport Railway Company* (Limited).

By Mr. *McMillan* (*Huron*),—The Petition of the Municipal Council of the County of *Huron*.

By Mr. *Williams*,—The Petition of the Right Reverend *John McLean*, Lord Bishop of *Saskatchewan*, and others

By Mr. *Allen*,—The Petition of the *Grange Trust* (Limited).

By Mr. *Sutherland* (*Selkirk*),—The Petition of *James Henry Ashdown* and others, of the City of *Winnipeg*.

By Mr. *Smyth*,—The Petition of *T. L. L. Lewis* and others, of the County of *Kent*.

By Mr. *Kilvert*,—The Petition of *D. B. Chisholm* and others.

By Mr. *White* (*Hastings*),—The Petition of *Hugh B. Rathbun* and others, of *Desoronto*

By Mr. *Charlton*,—The Petition of the Municipal Council of the County of *Norfolk*; and the Petition of *William Darling* and others.

By Mr. *Paterson (Brant)*,—The Petition of Messrs. *Wilson, Smyth and Muirhead*, Solicitors for *Peter Wood*, of the City of *Brantford*, and others.
By Mr. *Curran*,—The Petition of the Council of the *Montreal* Board of Trade.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Municipal Council of the County of *Elgin*; praying that a Dominion Bailiff or Bailiffs may be appointed to convey prisoners to the Penitentiaries.

Of the Municipal Council of the County of *Elgin*; of the Municipal Council of the County of *Oxford*; and of the Municipal Council of the County of *Simcoe*; severally praying that an Act may be passed constituting a Court of Railway Commissioners for *Canada*.

Of the Municipal Council of the County of *Haldimand*; and of the Municipal Council of the County of *Elgin*; severally praying that an Act may be passed providing for the adjustment of difficulties arising between Railway Companies and the Public respecting rates and charges.

Of *Jean Baptiste Gauthier, of Sorel*, one of the Veterans of 1812-15; praying for the adoption of such measures as will improve the position of the said Veterans, and secure to them additional benefits.

Of *Hugh Lennon* and others, Farmers, of the County of *Essex*; praying that a duty may be imposed upon all kinds of Wool and Broom Corn, and that the duties upon Pork and Corn may be increased.

Of the Municipal Council of the Town of *Chatham*, County of *Kent*; praying that such steps may be taken as will cause the removal of obstructions in the River *Thames*.

Of the *Crédit Foncier Franco-Canadien*; praying that it may be placed in the same position as all similar institutions in the Dominion as regards the rate of interest which it may demand, and for the repeal of the Act 44 Vict., cap. 58.

Of *James Crossland* and others, Steamboat Engineers, of *Canada*; praying for certain amendments to the Steamboat Inspection Act, 1882.

Of *Edmond Lachance* and others, of the Electoral District of *Montmorency*; praying for certain amendments to the Act relating to the Fisheries.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the First Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, viz.:—Of the President, Directors and Company of the *Grafton Harbour*; praying for the passing of an Act empowering them to change the name of said Company to that of the *Grafton Harbour Company*, to legalize certain proceedings of said Company, and for other purposes;—of the Bank of *Nova Scotia*; praying for the passing of an Act empowering them to amalgamate with the Union Bank of *Prince Edward Island*; also to reduce their capital stock, and for other purposes;—of *D. Blain* and others; praying for an Act of incorporation under the name of the Central Bank of *Canada*;—and of the Union Bank of *Prince Edward Island*; praying for the passing of an Act empowering them to amalgamate with the Bank of *Nova Scotia*.

The time for presenting Petitions for Private Bills will expire To-morrow; your Committee recommend that the same be extended to Thursday, the 1st of March next.

On motion of Mr. *Beaty*, seconded by Mr. *Kranz*,
Ordered, That the time for receiving Petitions for Private Bills be extended to Thursday, the 1st March next, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Annual Report of the Minister of Public Works, for the fiscal year 1881-82, on the works under his control. (*Sessional Papers*, No. 10.)

And also, Report of the Secretary of State of *Canada*, for the year ended 31st December, 1882. (*Sessional Papers*, No. 11.)

Mr. *Caron*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Report on the State of the Militia of the Dominion of *Canada*, for the year 1882. (*Sessional Papers*, No. 9.)

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1882. (*Sessional Papers*, No. 5.)

Mr. *Costigan*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Report, Returns and Statistics of the Inland Revenues of the Dominion of *Canada*, for the fiscal year, ended 30th June, 1882. (*Sessional Papers* No. 4.)

Also, Ninth Report on Weights and Measures, being Supplement No. II, to the Report of the Department of Inland Revenue, 1882. (*Sessional Papers* No. 4.)

And also, Report on Adulteration of Food, being Supplement No. III, to the Report of the Department of Inland Revenue, 1882. (*Sessional Papers* No. 4.)

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Resolved, That a Select Committee composed of Messieurs *Blake*, *Cameron* (*Huron*), *Colby*, *Daly*, *Davies*, *Desjardins*, *Fortin*, *Houde*, *Jenkins*, *Laurier*, *Ouimet*, *Scrifer*, *Tassé*, *Weldon*, *Wells*, and *Wright* be appointed to assist Mr. Speaker in the direction of the Library of Parliament, so far as the interests of this House are concerned, and to act as Members of a Joint Committee of both Houses on the Library.

Resolved, That a Message be sent to the Senate communicating to their Honours the foregoing Resolution.

Ordered, That the Clerk do carry the said Message to the Senate.

On motion of Sir *John A. Macdonald*, second by Sir *Leonard Tilley*,

Resolved, That this House doth concur in the Report of the Special Committee appointed to prepare and report Lists of Members to compose the Select Standing Committees of this House, in so far as relates to the following Committees, *viz.* :—On Privileges and Elections; on Expiring Laws; on Railways, Canals and Telegraph Lines; on Miscellaneous Private Bills; on Printing; on Public Accounts; on Banking and Commerce; and on Immigration and Colonization.

On motion of Sir *John A. Macdonald*, seconded by Sir *Charles Tupper*,

Resolved, That a Message be sent to the Senate requesting that their Honours will unite with this House in the formation of a Joint Committee of both Houses on the subject of the Printing of Parliament; and informing their Honours that the Members of the Select Standing Committee on Printing, *viz.* :—Messieurs *Baker* (*Missisquoi*), *Bergin*, *Bourassa*, *Bowell*, *Desjardins*, *Foster*, *Houde*, *Landry*, *McDonald* (*Cape Breton*), *Ross* (*Middlesex*), *Somerville* (*Braint*), *Tassé*, *Thompson*, *Trow*, and *White* (*Cardwell*), will act as Members, on the part of this House, of the said Joint Committee on the Printing of Parliament.

Ordered, That the Clerk do carry the said Message to the Senate.

Ordered, That Mr. *Tupper* (*Pictou*) have leave to bring in a Bill to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Robertson* (*Hamilton*) have leave to bring in a Bill to amend the Law in reference to trial of cases before the County Judges' Criminal Court.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered for a second reading on Monday next.

Ordered, That Mr. *Robertson* (*Hamilton*) have leave to bring in a Bill to amend the Law with reference to Procedure in Criminal Cases, and the duties of Justices of the Peace out of Sessions in relation to persons charged with indictable offences.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Charlton* have leave to bring in a Bill to provide for the punishment of Adultery, Seduction, and like offences.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *McCarthy* have leave to bring in a Bill respecting Carriers by Land.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Mulock* have leave to bring in a Bill to amend the Consolidated Railway Act, 1879.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Sir *Leonard Tilley* moved, seconded by Sir *Hector L. Langevin*, That this House will, on Tuesday next, resolve itself into a Committee to consider a certain proposed Resolution authorizing the Governor in Council to raise by way of loan, in addition to the sums now remaining unborrowed and negotiable of the loans authorized by Parliament, such sum or sums of money as may be required to pay and discharge the Canadian Consolidated five per cent. loan, raised under the fourteenth Chapter of the Consolidated Statutes of the late Province of *Canada*, after deducting therefrom the amount held as a sinking fund for paying off the same;—the rate of interest on the sums so to be raised by loan not to exceed four per cent. per annum.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, on Tuesday next, resolve itself into the said Committee.

On motion of Mr. *Rinfret*, seconded by Mr. *Bourassa*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of the Order in Council dismissing Mr. *Octave C. de la Chevrotière* from his position as keeper of a lighthouse situated in the Parish of *Lotbinière*, in the County of *Lotbinière*, and of all complaints, Petitions and Reports, in relation to such dismissal.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Massue*, seconded by Mr. *Daoust*,

Ordered, That there be laid before this House, a Statement of the number of Veterans of 1812 now surviving, of the number of Veterans who have died since 1875, and of the number of widows of deceased Veterans who have applied for assistance.

On motion of Mr. *Hesson*, seconded by Mr. *Farrow*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all letters and papers between this Government and the Governments of Ontario and Quebec, from January 1st, 1882, up to the present, relating to the Land Improvement Fund, and all the unsettled accounts with the said Provinces; also, a Statement showing the present balances, if any, due to the said Provinces, including interest thereon, up to January 1st, 1883.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Amyot*, seconded by Mr. *Gigault*,

Ordered, That there be laid before this House, copies of the account rendered by Doctor *Lebel* of *St. Gervais*, for attendance on an employé of the Intercolonial, named *Dionne*, during last autumn; of the account of Dr. *Renouf* in the same case, and a Statement of the sums to them paid.

And then The House adjourned till Monday next.

Monday 19th February. 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Macmillan* (*Middlesex*),—The Petition of *William Woodruff*, M.D., and others.

By Mr. *Beaty*,—The Petition of *Allan Macdonald* and others, of the *North-West Territories*.

By Mr. *Gunn*,—The Petition of *James Gillie* and others; the Petition *W. H. Stedworthy* and others, Steamboat Engineers, of *Canada*; and the Petition of the *Kingston and Pembroke Railway Company*.

By Mr. *Tupper* (*Pictou*),—The Petition of the *Acadia Powder Company*.

By Mr. *Wells*,—The Petition of the *Credit Valley Railway Company*.

By Mr. *Davies*,—The Petition of *Thomas Morris* and *Charles Augustus Hyndman*, of *Charlottetown, Prince Edward Island*.

By Mr. *Cameron* (*Victoria*),—The Petition of *George Henry Nichols*, of the City of *New York*, and others, of *Canada*.

By Mr. *Colby*,—The Petition of the *Portage, Westbourne and North-Western Railway Company*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the *National Insurance Company*; praying for the passing of an Act empowering them to wind up the affairs of the said Company, to relinquish its charter, and to provide for the dissolution thereof.

Of the Professors and Lecturers in *McGill University, Montreal*; praying for the abolition or material reduction of the duty on books.

Of the *Montreal* Auxilliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of the Right Reverend *Vital Grandin*, Roman Catholic Bishop of *St. Albert*, on behalf of himself and of the Association of Ecclesiastics known as *Les Révérends Pères Oblats de Marie Immaculée* of the *North-West Territories*; praying for an Act of Incorporation under the name of *Les Révérends Pères Oblats de Marie Immaculée* of the *North-West Territories*.

Of the County Council of the County of *Grey*; praying that a duty may be imposed upon fine wools imported into *Canada*.

Of *James Gillie* and others, Steamboat Engineers of *Canada*; praying for certain amendments to the Steamboat Inspection Act, 1882.

Of the *Quebec* Fire Assurance Company; praying for the passing of an Act empowering them to reduce their paid up capital stock, and for other purposes.

Of the Northern Railway Company of *Canada*; praying for the passing of an Act empowering them to issue debenture stock or terminable bonds.

Of *D. B. Chisholm* and others; praying for the passing of an Act to revive and amend the Acts 39 *Victoria*, Chapter 54, and 40 *Victoria*, Chapter 75, respecting the Union Assurance Company of *Canada*, and to change the name of the said Company to that of the Crown Assurance Company of *Canada*.

Of the Board of Trade of the City of *Toronto*; and of the Council of the *Montreal* Board of Trade; severally praying for the passing of an Act for the equitable distribution of the Estates of Insolvent debtors.

Of *Nicol Kingsmill* and others; praying for the passing of an Act empowering them to construct a Railway Bridge across the *Niagara* River, from a point on the Canadian side between the *Falls of Niagara* and the *Niagara* Suspension Bridge to a point on the *New York* side of said river.

Of the *Ontario* and *Quebec* Railway Company; praying for the passing of an Act to further define the route of the said Railway for entry into and through the City of *Toronto*, to increase their capital stock, and for further Amendments to their Acts of Incorporation.

Of the *Chignecto* Marine Transport Railway Company (limited); praying for the passing of an Act empowering them to increase their capital stock, and for other purposes.

Of the Municipal Council of the County of *Huron*; praying that an Act may be passed constituting a Court of Railway Commissioners for *Canada*.

Of the Right Reverend *John McLean*, Lord Bishop of *Saskatchewan*, and others; praying for the passing of an Act empowering them to establish a university in the Diocese of *Saskatchewan*.

Of the Grange Trust (Limited); praying for an Act of incorporation.

Of *James Henry Ashdown* and others, of the City of *Winnipeg*; praying for an Act of incorporation under the name of the *Manitoba* and North-Western Fire Insurance Company.

Of *T. L. Lewis* and others, of the County of *Kent*; praying for certain amendments to the Patent Act.

Of *D. B. Chisholm* and others; praying for an Act of incorporation under the name of the Federal Life Assurance Company.

Of *Hugh B. Rathbun* and others, of *Deseronto*; praying for an Act of incorporation under the name of *H. B. Rathbun* and Sons.

Of the Municipal Council of the County of *Norfolk*; praying that a Dominion Bailiff or Bailiffs may be appointed to convey prisoners to the Penitentiaries.

Of *William Darling* and others; praying for certain amendments to 45 *Victoria*, Chapter 124, respecting the Board for the management of the Temporalities Fund of the Presbyterian Church of *Canada* in connection with the Church of *Scotland*.

Of Messrs. *Wilson, Smyth and Muirhead*, Solicitors for *Peter Wood*, of the City of *Brantford*, and others; praying for an Act of incorporation under the name of the *Brant County Bank of Canada*.

Sir *Hector Langevin*, a Member of the Queen's Privy Council, laid before the House,—Statement of Expenditure of the Dominion Police, during the year 1882, under the provisions of the Act 31 *Victoria*, Chapter 73. (*Sessional Papers, No. 18.*)

On motion of Mr. *Cameron (Huron)*, seconded by Mr. *Weldon*,
Ordered, That the Clerk of the Crown in Chancery do attend this House, To-morrow, with the Returns of the last Election for the Electoral District of *King's County*, in the Island of *Prince Edward*, together with the original Statements of the several Deputy Returning Officers for the said Electoral District, and any documents used or required at such Election or which may have been transmitted to the Returning Officer by such Deputies.

Ordered, That Mr. *Beaty* have leave to bring in a Bill to incorporate "The Central Bank of *Canada*."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. Speaker informed the House, That he had received from the Honourable Chief Justice *Palmer*, one of the Judges selected for the trial of Election Petitions, pursuant to The Dominion Controverted Elections Act 1874,—Judgment and Report relating to the Election,—

For the Electoral District of *King's County, P.E.I.*

And the same were read and ordered to be entered in the Journals of this House, and are as follow :—

KING'S COUNTY P.E.I., CONTROVERTED ELECTION.

In the Supreme Court of Judicature for the Province of Prince Edward Island.

(The Dominion Controverted Elections Act of 1874.)

Election of two Members of the House of Commons for the Electoral District of *King's County*, in the Province of *Prince Edward Island*, in the Dominion of *Canada*, holden on the Twentieth day of June, in the year of our Lord one thousand eight hundred and eighty-two.

The Petition of the Complainant is in the following words, viz. :

DOMINION OF CANADA,
Province of Prince Edward Island, }
 To wit:—

The Petition of *Ephraim Bell Muttart*, of *Souris*, in *King's County*, in the Province of *Prince Edward Island*, aforesaid, Physician and Surgeon, whose name is subscribed.

1. Your Petitioner, *Ephraim Bell Muttart*, is a person who was duly qualified to vote at the above Election and was a candidate thereat.
2. And your Petitioner states that the Election was holden on the Twentieth day of June, A.D. 18-2, when your Petitioner, *Ephraim Bell Muttart*, *Augustin Colin MacDonald*, *Peter Adolphus MacIntyre* and *James Edwin Robertson* were Candidates, and the Returning Officer has returned the said *Peter Adolphus MacIntyre* as being duly elected one of the Members of the said Electoral District, and owing to some questions raised as to the competency or qualification of the said *James Edwin Robert-*

son who apparently polled the next greatest number of votes, the Returning Officer made a special or double Return concerning the said *James Edwin Robertson* and the said *Augustin Colin MacDonald*, who polled the greatest number of votes after the said *James Edwin Robertson*, and the receipt of said Return was published by the Clerk of the Crown in Chancery in the *Canada Gazette* of the date of the Twenty-ninth day of July, A.D. 1882.

3. And your Petitioner says that before, during and after the said Election, the said *Peter Adolphus MacIntyre*, by himself and his agents and by and with other persons on his behalf, directly and indirectly, corruptly gave and provided and did knowingly allow to be given and provided, and was accessory to the giving and providing of, and did wholly or in part pay for meat, drink, entertainment and provisions to and for divers persons having votes at the said Election, and to and for other persons on behalf of such voters, in order to be elected and for being elected, and also for the purpose of corruptly influencing such persons and other persons to give or refrain from given their votes at the said Election, and did also so do to divers persons on account of such persons having voted or refrained from voting or being about to vote or refrain from voting at the said Election.

4. And your Petitioner says further that the said *Peter Adolphus MacIntyre*, by himself and his agents and other persons on his behalf, was guilty before, during and after said Election of corrupt practices, and his said Election and return were and are undue illegal and wholly null and void, and that the said corrupt practices were used for the purpose of procuring the Election of the said *Peter Adolphus MacIntyre*.

5. And your Petitioner says further that the said *Peter Adolphus MacIntyre*, by himself and his agents and by and with other persons on his behalf, was guilty of bribery, treating and undue influence before, during and after the said Election, whereby and by means whereof his said Election and return were and are undue, illegal and wholly null and void.

6. And your Petitioner says further that before, during and after the said Election the said *Peter Adolphus MacIntyre*, by himself his agents and other persons on his behalf, directly and indirectly did give and lend, and did agree to give and lend, and did offer and promise to procure and to endeavour to procure money and other valuable consideration, and also offices, places and employments to and for divers persons having votes at the said Election, and to and for other persons on behalf of such voters in order to induce such several voters to vote or refrain from voting at said Election and did also corruptly make such gifts, loans, promises of money and other valuable considerations, and of offices, places and employments to divers voters at the said Election and to other persons on their behalf, on account of such voters having voted or refrained from voting at such Election, and did also make such gifts, loans, offers and promises, procurement and agreements, as aforesaid, to divers persons in order to induce them to procure or endeavour to procure the return of the said *Peter Adolphus MacIntyre* to serve in the House of Commons of Canada for the said Electoral District of King's County and the votes of divers voters at such Election.

Wherefore your Petitioner prays that it may be determined that the said *Peter Adolphus MacIntyre* was not duly elected and returned, and that this Election was wholly null and void.

(Signed,) EPHRAIM BELL MUTTART.

Present when signed by the said Petitioner *Ephraim Bell Muttart*.

CHARLES McEACHERN,

J. P. for King's County, Prince Edward Island.

The hearing of the cause commenced at *Georgetown*, in *King's County*, on Tue-day the 12th day of December, A.D. 1882, and was continued from day to day until Fri-

day the 15th day of December, A.D. 1882, when it was adjourned to meet at *Charlottetown*, in *Queen's County*, on Thursday, the 4th day of January, A.D. 1883, when by several adjournments it was adjourned until Thursday the 1st day of February instant, when the Chief Justice delivered the following Judgment:

Having therefore bestowed every attention in my power to the Law and the facts affecting this case, and all due consideration to the able advocacy offered in support of the Petitioner's case, and acting as I have endeavoured to do in following the current of the many and among the many, not a few conflicting authorities as cited on the hearing and argument, and guiding myself by what I conceived to be the true spirit of those authorities, I find that I cannot accede to the prayer of the Petition before me.

I therefore declare that the charges of corrupt and illegal conduct set forth against the Respondent and his agents in the Petition before me, are not sustained by evidence; and I do adjudge and declare that the said *Peter Adolphus McIntyre* is and has been duly elected to a seat in the Parliament of this Dominion; which seat I do hereby confirm, and I dismiss the Petition of the said *Ephraim Bell Muttart* with costs to be paid by him to the Respondent.

All which I do hereby respectfully certify unto the Honourable the Speaker of the House of Commons of the Parliament of the Dominion of *Canada*.

ED. PALMER,

*Chief Justice of the Supreme Court of Judicature for
the Province of Prince Edward Island.*

CHARLOTTETOWN, 10th February, 1883.

REPORT.

Touching the charges of corrupt practices made in the said Petition, I do not find that any corrupt practices have been committed by or with the knowledge or consent of any Candidate or his agent at the said Election.

ED. PALMER,

Chief Justice.

Mr. Speaker laid before the House,—Lists of Shareholders of the *Eastern Townships Bank*, as on the 2nd January, 1883,—of the *Merchants' Bank of Canada*, as on the 1st December, 1882,—of the *Union Bank of Lower Canada*, as on the 30th June, 1882,—and of *La Banque Jacques Cartier*, as on the 1st June, 1882, in compliance with the Act 34 *Victoria*, Chapter 5, Section 12. (*Sessional Papers*, No. 19.)

Ordered, That Mr. *Williams* have leave to bring in a Bill to further amend the Act thirty-seventh *Victoria*, Chapter fifty, respecting Permanent Building Societies in *Ontario*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *Bourassa*, seconded by Mr. *Rinfret*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, Petitions, and other documents, respecting the appointment of a Postmaster at *Stottville*, in *St. Johns County*, Province of *Quebec*, from the date of the resignation of *Daniel Salt*, up to the present time.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, copies of all applications for sales or leases, and all correspondence or Reports touching, and all leases of coal lands in the *North-West*, not already brought down; and Statement of the payment made under any leases of coal lands.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council, and the Commission issued to certain persons, in connection with claims made on the Government, arising out of the construction of the Intercolonial Railway; of all instructions to and correspondence with the Commissioners, and Statement of the matters referred to them so far; and of the remuneration to be paid to them and the Secretary of the Commission; Statement of the number of days during which the Commission has sat so far.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, Reports and Orders in Council, not already brought down, relating to the allowances proposed to be paid to the Canadian manufacturers of certain goods required by the Canadian Pacific Railway Company; of all applications for such allowances and correspondence in connection therewith; a Statement of the calculation on which the allowances have been based, and the estimate in detail of the probable sums payable out of the Treasury, in respect of each class of goods, assuming them to be made in *Canada*, to the extent of the Company's requirements, and of the *ad valorem* percentages of allowances on each such class.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement shewing the number of seizures made at each Port of Entry in the Dominion during the last fiscal year, and also during the six months ending the 31st December last,—the amount of fines exacted at each Port during each of the said periods, and the manner in which the said fines are disposed of, giving the names of the officers receiving any portion thereof, and the amount received by each of such officers from said fund.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement, in detail, of all sums expended in connection with the Canadian Pacific Railway Commission, with dates and names of the persons paid, and particulars of the service in respect of which payment is made—copy of all correspondence, contracts, accounts or arrangements, not already brought down, as to the printing of the evidence or Report.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, copies of all correspondence not already brought down, with reference to frauds upon the Customs in the export of Canadian wheat or flour in satisfaction of Bonds given on the importation of *United States* wheat or flour; all Reports, evidence, and Departmental action upon such frauds; Statement of the extent thereof; names of the parties concerned, and a Statement of the action of the Department thereon.

On motion of Mr. *Blake*, seconded by Mr. *Lawrie*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, not already brought down, touching the Canadian Extradition Act, and the Suspension of the Imperial Act within *Canada*, and of any Imperial or Canadian Orders in Council or Proclamation on the subject.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

Mr. *Davies* moved, seconded by Mr. *Yeo*, and the Question being proposed, That there be laid before this House, 1. Copies of all contracts or agreements entered into by the Postmaster-General, since the last Session of the late Parliament, for the conveyance of the mails to and from *Prince Edward Island*, and all correspondence relating to steam communication between the *Island* and the mainland while the navigation remains open.

2. Of all correspondence and papers relating to the winter crossing between *Cape Travers* and *Tormentine*.

3. A Return of all trips made by the *Northern Light* during the winter of 1881-82, with her receipts for freights and passage moneys, and the expenses of her management and running.

4. Copies of all Reports and correspondence relating to the survey or construction of the Railway authorized to be built between *Cape Traverse* and the main line on *Prince Edward Island*;

Mr. *McIntyre* moved, in amendment to the Question, seconded by Mr. *Innes*, That the words "copies of all instructions issued to the Agent of the Marine and Fishery Department in *Prince Edward Island*, relating to the running of the *Northern Light* during the present season, and all correspondence on that subject," be added at the end thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That there be laid before this House (1.) Copies of all contracts or agreements entered into by the Postmaster-General, since the last Session of the late Parliament, for the conveyance of the mails to and from *Prince Edward Island*, and all correspondence relating to steam communication between the *Island* and the mainland while the navigation remains open.

2. Of all correspondence and papers relating to the winter crossing between *Cape Traverse* and *Tormentine*.

3. A Return of all trips made by the *Northern Light* during the winter of 1881-82, with her receipts for freight and passage moneys, and the expenses of her management and running.

4. Copies of all Reports and correspondence relating to the survey or construction of the Railway authorized to be built between *Cape Traverse* and the main line on *Prince Edward Island*.

5. Copies of all instructions issued to the Agent of the Marine and Fisheries Department in *Prince Edward Island*, relating to the running of the *Northern Light* during the present season, and all correspondence on that subject.

And then The House adjourned till To-morrow.

Tuesday, 20th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. Dawson,—The Petition of *William Buckingham* and others, of the City of *Winnipeg*.

By Mr. Gunn,—The Petition of the Senate of *Queen's College* and University, of Resident Graduates and others.

By Mr. Scriver,—The Petition of *Arthur Hurdman* and others, Volunteers of 1837-38.

By Mr. Cameron (*Huron*),—The Petition of the *Ottawa* Auxiliary of the British and Foreign Bible Society.

By Mr. Fortin,—The Petition of the Municipality of *Pabos*, County of *Gaspé*.

Mr. Dawson, from the Select Standing Committee on Standing Orders, presented to the House the Second Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, viz:—Of the National Insurance Company; praying for the passing of an Act empowering them to wind up the affairs of the said Company, to relinquish its Charter, and to provide for the dissolution thereof;—of the Quebec Fire Assurance Company; praying for the passing of an Act empowering them to reduce their paid-up capital stock, and for other purposes;—of the Northern Railway Company of Canada; praying for the passing of an Act empowering them to issue Debenture stock on terminable bonds;—of *Nicol Kingsmill* and others; praying for the passing of an Act empowering them to construct a railway bridge across the *Niagara* River, from a point on the Canadian side, between the Falls of *Niagara* and the *Niagara* Suspension Bridge to a point on the *New York* side of the River;—of *James Henry Ashdown* and others, of the City of *Winnipeg*: praying for an Act of incorporation under the name of the *Manitoba* and North Western Fire Insurance Company;—of *Hugh B. Rathbun*, and others, of *Deseronto*; praying for an Act of incorporation under the name of *H. B. Rathbun and Sons*;—of *William Darling*, and others; praying for certain amendments to 43 *Victoria*, Chapter 124, respecting the Board for the management of the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*;—and of the *Credit Foncier Franco Canadien*; praying that it may be placed in the same position as all similar institutions in the Dominion, as regards the rate of interest which it may demand and for the repeal of the Act 44 *Victoria*, Chapter 58.

On the Petitions of the Right Reverend *Vital Granlin*, Roman Catholic Bishop of *St. Albert*, on behalf of himself and of the Association of Ecclesiastics, known as "Les Révérends Pères Oblats de Marie Immaculée of the *North-West Territories*;" praying for an Act of Incorporation under the name of "Les Révérends Pères Oblats de Marie Immaculée des Territoires du *Nord Ouest*";—and of the Right Reverend *John McLean*, Lord Bishop of *Saskatchewan*, and others; praying for the passing of an Act empowering them to establish a University in the Diocese of *Saskatchewan*, your Committee find that they are not of a nature to require the publication of notice.

Ordered, That Mr. Williams have leave to bring in a Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Royal* have leave to bring in a Bill to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Territoires du Nord-Ouest."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Coursol* have leave to bring in a Bill to empower the National Insurance Company to wind up its affairs, and to relinquish its Charter, and to provide for the dissolution of the said Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 16th February, 1883, for copies of all letters and papers between this Government and the Governments of *Ontario* and *Quebec*, from June 1st, 1882, up to the present, relating to the Land Improvement Fund and all the unsettled accounts with the said Provinces; also, a Statement shewing the present balances, if any, due to the said Provinces, including interest thereon up to January 1st, 1883. (*Sessional Papers*, No. 20.)

Also, Statement of name, rank, salary, allowance of each person superannuated, cause of superannuation,—and whether vacancy has been filled by promotion or new appointment, and salary of new appointee, in accordance with the *Civil Service Act*, 45 *Victoria*, Chapter 4, Section 55, Sub-Section 3. (*Sessional Papers*, No. 21.)

And also, Statement of payments charged to Unforeseen expenses by Orders in Council, from 1st July, 1882, to date, in accordance with the Act 45 *Victoria*, Chapter 2, Schedule B. (*Sessional Papers*, No. 22.)

Mr. *Speaker* acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate acquaint this House, That they have appointed the Honourable Messieurs *Alexander, Allan, Almon, Baillargeon, Bellerose, Boucherville De, Bourinot, Campbell* Sir *Alexander, Chapais, Haythorne, Masson, Montgomery, O'Donohoe, Odell, Power, Ryan, Scott, Stevens, Trudel* and *Wark*, a Committee to assist His Honour the Speaker in the direction of the Library of Parliament, so far as the interests of their House are concerned, and to act on behalf of their House as Members of a Joint Committee of both Houses on the Library.

And also, the Senate acquaint this House, That they have appointed the Honourable Messieurs *Cochrane, Ferrier, Guévremont, Haythorne, Kaubach, McJellan, Macfarlane, Northwood, O'Donohue, Ogilvie, Pelletier, Simpson, Skead, Vidal* and *Wark*, a Committee to superintend the Printing of their House during the present Session, and are instructed to act on behalf of their House, with the Committee of this House, as a Joint Committee of both Houses on the subject of Printing.

Mr. *Speaker* informed the House, That in obedience to the Order of the House, of yesterday, the Clerk of the Crown in Chancery was in attendance at the Table, with the Returns of the last Election for the Electoral District of *King's County, Prince Edward Island*.

On motion of Mr. *Cameron (Huron)*, seconded by Mr. *Blake*,

Ordered, That the papers be now read,

And the same were read, as follow:—

KING'S COUNTY DISTRICT, }
Province of *Prince Edward Island*. }

I hereby certify that one of the Members elected for the Electoral District of *King's County* in pursuance of the within written writ as having received the majority of votes lawfully given, is *Peter Adolphus McIntyre*, of *Souris*, in *King's County*, Medical Doctor, and I further certify that *James Edwin Robertson*, of *Mon-*

tague, in *King's County*, Medical Doctor, a Candidate at the election held by virtue of the within written writ—appears by the returns from the several Deputy Returning Officers, to have the next highest number of votes given at such election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such election, as appears by the several papers returned herewith, and marked respectively with the letters E. F. G. H., and initialed by me, that the said *James Edwin Robertson* at the time of his nomination as a Candidate at such, and at the time of the holding such election, was a Member duly elected and returned for the House of Assembly of the Province of *Prince Edward Island* for the fourth Electoral District of *King's County*, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of *Canada* at the said Election.

I do hereby further certify that *Augustine Colin MacDonald*, of *Montague Bridge*, in *King's County*, Merchant, a Candidate at such election duly qualified has the next highest number of votes lawfully given at such election, and I do further make this Return of and respecting the said *James Edwin Robertson* and *Augustine Colin MacDonald* for the information of all whom it may concern.

Certified,

(Signed),

MICHAEL McCORMACK,
Returning Officer.

(Signed),

R. POPE,

Clerk of the Crown in Chancery.

E.

Province of *Prince Edward Island*,
King's County,
Georgetown, To wit:—

To *Michael McCormack*, Esq., High Sheriff of *King's County* and Returning Officer under the Writ of Election for the Electoral District of *King's County*, dated the 18th day of May, 1882.

We the undersigned Electors of the Electoral District of *King's County* duly qualified to vote at the election for Members to represent the said District in the House of Commons of *Canada*, held on the 20th day of June 1882, do hereby set forth:

That *James E. Robertson* is and was on the 13th day of June last disqualified to be a Candidate at the said election, because the said *James E. Robertson* was on the last mentioned day and subsequently thereto duly elected for and returned as a Member of the Fourth Electoral District of *King's County* for the House of Assembly for *Prince Edward Island* which said return is duly endorsed upon a Writ of Election issued on the 15th day of April 1882, and returned to Provincial Secretary's Office on the 27th day of May, 1882.

That the said *James E. Robertson* being so disqualified is ineligible as a Candidate or a Member for the said House of Commons, and that his Election is therefore null and void.

That *Augustine Colin MacDonald* is a Member duly elected for the Electoral District of *King's County* as having received a majority of votes lawfully given.

Dated at *Georgetown* this 27th day of June, 1882.

Witness, WM. SANDERSON,
 W. S.,
 W. S.,
 W. S.,
 W. S.,
 W. S.,

ARCHD. J. MACDONALD,
 E. B. MUTTART,
 DENNIS MURPHY,
 THOMAS S. HENRY,
 JOHN ROBERTSON,
 DONALD MCLEOD,

F.

I hereby certify that I have not received from *James E. Robertson, Esq., M.D.*, returned a Member of the House of Assembly of *Prince Edward Island* for the Fourth Electoral District of *King's County*, nor from any other person on his behalf any resignation of the seat of the said *James E. Robertson* as a Member of the said House of Assembly nor have I received any notice of any such resignation from the said *James E. Robertson*, nor from any Member or Members of the said House of Assembly nor from any person whomsoever on behalf of the said *James E. Robertson*.

Dated at *Charlottetown*, this 26th day of June, A.D., 1882, at three o'clock p.m.

T. HEATH HAVILAND,

Lieutenant-Governor of the Province of Prince Edward Island.

Witness,

W. W. SULLIVAN,
Attorney-General.

G.

PROVINCIAL SECRETARY'S OFFICE,

PRINCE EDWARD ISLAND,

26th June, 1882.

I hereby certify that the following is a true copy of a return endorsed on the Writ issued on the 15th day of April, 1882, for the Election of two Members to represent the Fourth Electoral District of *King's County* in the House of Assembly of this Province and returned to this office by the Sheriff of the said County on the 27th day of May, 1882.

"In obedience to the within Writ and in conformity with the Acts of the General Assembly of *Prince Edward Island* I caused public notice and proclamation to be made. A nomination court was held on Monday, the first day of May, 1882. A poll having been demanded and on Monday the eighth day of May, 1882, polls were taken at the several Polling Divisions for the Fourth Electoral District of *King's County*. I now return *James E. Robertson* and *Malcolm McFadyen*, Esquires, as having polled a majority of votes, and were declared by me duly elected in accordance with the law to serve as Members in the Lower House of Assembly for the Fourth Electoral District of *King's County*."

"The answer of

"(Sigled),

MICHAEL McCORMACK,

"Sheriff of *King's County*." [L.S.]

"Sheriff's Office,

"*King's County*,

"May 27th, 1882."

ARTHUR NEWBURY,

Assistant Provincial Secretary.

H.

Extract from the Royal Gazette, Published by Authority.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, June 3, 1882.

PROVINCIAL SECRETARY'S OFFICE,

PRINCE EDWARD ISLAND,

27th May, 1882.

Return of Members elected to serve in the House of Assembly of this Province, for *King's County* in terms of the Writs of Election, dated 15th day of April, 1882.

4th Electoral District.—*James E. Robertson* and *Malcolm MacFadyen*.

RECAPITULATION of Votes polled for each Candidate at the several Polling Stations in the Electoral District of King's County, in the Province of Prince Edward Island.

Names of the Polling Stations.	No. of Polling Stations.	Names of Candidates.				Totals.	Ballot Papers.	
		A. C. MacDonald.	P. A. McIntyre.	E. B. Muttart.	J. E. Robertson.		Rejected.	Spilled and Returned.
Portage Lot 47.....	1	113	126	123	117	247	1	.....
Baltic Lot 46.....	2	72	138	74	103	206	3	.....
Souris East.....	3	69	167	82	147	252	12	.....
Souris Line Road.....	4	26	97	30	71	126	4	2
Rollo Bay Chapel.....	5	57	94	70	81	158	1	.....
Bear River Line Road.....	6	10	108	11	96	120	2	2
Head of Rollo Bay.....	7	55	60	67	48	118	2	.....
Monticello.....	8	10	82	8	77	96	6	2
Head St. Peter's Bay, South.....	9	41	81	38	80	125	3	.....
do North.....	10	53	81	48	81	134	1	1
Webster's Mills.....	11	59	60	61	60	124	1	2
John O'Brien's.....	12	80	58	76	51	134	7	.....
St. Andrews.....	13	38	79	37	80	117	.....	.....
Peake's Station.....	14	41	40	34	33	77	.....	1
Red House.....	15	39	105	45	99	149	3	.....
Dundas Court House.....	16	64	66	74	64	148	11	1
Angus McCormack's Lot 54.....	17	114	70	86	35	161	1	1
Head of Cardigan.....	18	87	82	73	95	182	1	7
Findlays.....	19	99	78	30	80	189	11	4
18 Mile Brook.....	20	124	57	109	49	177	1	4
Edmunds.....	21	44	10	31	11	50	.....	.....
Whim Road Cross.....	22	61	37	50	54	109	1	.....
Montague Bridge.....	23	79	69	62	90	163	3	.....
St. Mary's Road.....	24	111	46	107	57	171	4	.....
Sentners.....	25	119	62	103	66	184	4	4
High Bank.....	26	64	42	64	46	112	1	.....
Creightons.....	27	82	66	83	73	143	14	12
Georgetown.....	28	30	63	118	58	191	6	.....
		1,941	2,124	1,954	2,002	4,163	104	43

MICHAEL McCORMACK,
Returning Officer.

June 27th, 1882.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution authorizing the Governor in Council to raise by way of loan, such sum or sums of money as may be required to pay and discharge the Canadian Consolidated five per cent. Loan.

(In the Committee.)

Resolved, That it is expedient to authorize the Governor in Council to raise by way of loan, in addition to the sums now remaining unborrowed and negotiable of the loans authorized by Parliament, such sum or sums of money as may be required to pay and discharge the Canadian Consolidated five per cent. loan, raised under the fourteenth Chapter of the Consolidated Statutes of the late Province of Canada,

after deducting therefrom the amount held as a sinking fund for paying off the same; the rate of interest on the sums so to be raised by loan not to exceed four per cent. per annum.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. Colby reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. Colby reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to authorize the Governor in Council to raise by way of loan, in addition to the sums now remaining unborrowed and negotiable of the loans authorized by Parliament, such sum or sums of money as may be required to pay and discharge the Canadian Consolidated five per cent. loan, raised under the fourteenth Chapter of the Consolidated Statutes of the late Province of *Canada*, after deducting therefrom the amount held as a sinking fund for paying off the same; the rate of interest on the sums so to be raised by loan not to exceed four per cent. per annum.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to authorize the raising by way of loan of certain sums of Money required for the Public Service.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *Amyot*, seconded by Mr. *Sproule*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government, of various lands and more particularly of the land on which is located *Frontenac Terrace*, in the City of *Quebec*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *O'Brien*, seconded by Mr. *McNeill*,

Ordered, That there be laid before this House, a Statement shewing the gross amount of the receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in the Provinces of *Ontario*, *Quebec*, *New Brunswick*, and *Nova Scotia*, from the 1st day of July, 1856, to the 1st day of July, 1882, and the purpose to which the sums so received have been applied; also a Statement shewing the several properties of which portions have been sold or leased, and the number of acres in each case.

On motion of Mr. *Cameron* (Huron), seconded by Mr. *Béchar*d,

Ordered, That there be laid before this House, a Return shewing the total number of applications for Land for Colonization under Plan Number One of the Land Regulations of December 23rd, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for; also, a Return shewing the total number of applications for land for Colonization under Plan Number Two of the Land Regulations, of December 23rd, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for.

On motion of Mr. *Cameron* (Huron), seconded by Mr. *Béchar*d,

Ordered, That there be laid before this House, a Return shewing the total number of applications for Land for Colonization under Plan Number One of the Land

Regulations issued by the Department of the Interior, December 23rd, 1881, where conditions have been complied with, and grants made, or applications agreed to; together with the names of the parties to whom such grants have issued, or whose applications have been agreed to, the date of such application, the date in each case of making grant, or agreeing to application, the quantity of land granted to each applicant, and the location of the same, the amount of money received from each, the total amount of money received, and the total amount of land granted, up to January 1st, 1883.

On motion of Mr. Cameron (Huron), seconded by Mr. Béchard,

Ordered, That there be laid before this House, a Return shewing the total number of applications for land for Colonization under Plan Number One of the Land Regulations of December 23rd, 1881, where conditions of payment have not been met, and where an extension of time has been granted, with name of applicant, date of application, date of extension, period of extension, location of land applied for, quantity of land in each case applied for, total quantities of land for which such extensions of time have been granted, total amount of money to be received upon the same and total amount of first instalment paid, or payable upon the same.

On motion of Mr. Cameron (Huron), seconded by Mr. Béchard,

Ordered, That there be laid before this House, a Return giving copies of all regulations issued by the Department of the Interior concerning the management or sale of agricultural lands, mineral lands, timber lands, pasture lands, and town sites, since December 23rd, 1881.

On motion of Mr. Cameron (Huron), seconded by Mr. Béchard,

Ordered, That there be laid before this House, a Return shewing the total number of acres of public lands surveyed in *Keewatin*, *Manitoba*, and the *North-West Territory*, during the year 1882, and the cost per acre of such survey; also a Return shewing the whole number of acres of public land previously surveyed, and the cost per acre of such survey.

On motion of Mr. Cameron (Huron), seconded by Mr. Béchard,

Ordered, That there be laid before this House, a Return shewing the total number of acres of public land sold during the year 1882, the number of parties to whom such sales were made, the average price received and the total amount received from sales.

On motion of Mr. Cameron (Huron), seconded by Mr. Béchard,

Ordered, That there be laid before this House, a Return giving every form of patent, arrangement, or agreement between Companies and the Government in regard to Colonization grants, the date of issue in each case of such document, the name of the Company entering into the agreement, and the character of the agreement in each case entered into.

On motion of Mr. Forbes, seconded by Mr. Gillmor,

Ordered, That there be laid before this House, 1. All correspondence in reference to the removal to *Richmond*, *Halifax*, of *William D. McCallum*, Chief Train Despatcher at *Truro*, covering a period extending from the 1st day of September, 1881, to 7th December, 1881. 2. All correspondence from 7th December, 1881, to 25th March, 1882, touching his removal to *Truro*, *N.S.*, and being offered an inferior position, and the recommendations upon which the same was decided upon. 3. All correspondence from 25th March, 1882, to date of his final dismissal on 5th September, 1882, and subsequently, if any. 4. All correspondence from *James Coleman*, Superintendent at *Truro* touching the promotion, dismissal, or degradation of the said *W. D. McCallum*, and also the correspondence of others to *D. Pottinger*, Esq.,

Chief Superintendent at *Moncton*, correspondence touching the same to Sir *S. L. Tilley*, correspondence from *D. Pottinger*, Esq., to *C. Schreiber*, correspondence from *C. Schreiber* and others to Sir *Charles Tupper*, all in reference to the same. All recommendations and reports from any persons touching the dismissal or degradation of the said *W. D. McCallum* to the various Heads of Departments. The reports of all investigations touching the same.

On motion of Mr. *Bourassa*, seconded by Mr. *Auger*,
Ordered, That there be laid before this House, a Statement containing the names and residence of all the Militiamen of 1812 who received their pensions during the last fiscal year—as well as the sum given to each of them.

And then The House adjourned till To-morrow.

Wednesday, 21st February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table,—

By Mr. *Landerkin*,—The Petition of the Missionary Society of the Wesleyan Methodist Church in *Canada*.

By Mr. *Kirk*,—The Petition of the Reverend *John L. George*, and others, of *Sherbrooke*, County of *Guysboro*, *Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *William Woodruff*, M.D., and others; praying for an Act of incorporation under the name of the Bank of *London* in *Canada*.

Of *Allan Macdonald* and others, of the *North-West Territories*; praying for an Act of incorporation under the name of the *Wood Mountain*, *Qu'Appelle* and *Prince Albert* Railway Company.

Of *James Gillie* and others; and of *W. H. Stedworthy* and others, Steamboat Engineers of *Canada*; severally praying for certain amendments to the Steamboat Inspection Act, 1882.

Of the *Kingston* and *Pembroke* Railway Company; praying for the passing of an Act empowering them to increase their capital stock, and for further amendments to their Acts of incorporation.

Of the *Acadia* Powder Company; praying for an Act of incorporation.

Of the *Credit Valley* Railway Company; praying for the passage of an Act empowering them to amalgamate with, or lease their railway to the *Ontario* and *Quebec* Railway Company, or the *Canada* Southern Railway, or either of them; or to enter into joint working arrangements with the *London Junction* Railway Company; also, for further running powers over the tracks belonging to or used by the Northern Railway Company, in the City of *Toronto*.

Of *George Henry Nichols*, of the City of *New York*, and others, of *Canada*; praying for an Act of incorporation under the name of the Dominion Phosphate and Mining Company.

Of the *Portage*, *Westbourne* and *North-Western* Railway Company; praying for the passing of an Act empowering them to change the name of the said Company to

that of the Great Northern Railway Company of *Canada*, to increase its issue of bonds, and for further amendments to their Act of incorporation.

The Petition of *Thomas Morris* and *Charles Augustus Hyndman*, of *Charlottetown, Prince Edward Island*; presented on Monday last, praying for compensation for severe and exceptional losses alleged to have been sustained by them in consequence of the operation of the *Canada Temperance Act*, 1878, being read;

Mr. Speaker decided that as the granting the prayer of this Petition would involve the the expenditure of public money, it cannot be received.

Mr. *Pope*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor-General,—Report required by Section 25, of the Census and Statistics Act, of 1879, of operation and expenses during the calendar year, 1882. (*Sessional Papers*, No. 24.)

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House,—A detailed Statement of Bonds or Securities registered in the Department of the Secretary of State of *Canada*, under the provisions of the Act 31 *Victoria*, Chapter 37, Section 15. (*Sessional Papers*, No. 25.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House,—Statement of Governor General's Warrants, on account of the fiscal years 1881-82, and 1882-83, under the provision of the Act 41 *Victoria*, Chapter 7, Section 32, Sub-section 2. (*Sessional Papers*, No. 26.)

Ordered, That Mr. *Desjardins* have leave to bring in a Bill respecting the "Credit Foncier Franco-Canadien,"

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Bossé* have leave to bring in a Bill further to reduce the capita stock of the *Quebec Fire Assurance Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Sutherland (Selkirk)* have leave to bring in a Bill to incorporate the *Manitoba and North-Western Fire Insurance Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Richey* have leave to bring in a Bill to amend the Acts respecting Cruelty to Animals.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*.

Ordered, That Messieurs *Fairbank*, *Hesson* and *Houde* be added to the Select Standing Committee on Immigration and Colonization.

Ordered, That Messieurs *Amyot*, *De St. Georges* and *Haggart* be added to the Select Standing Committee on Railways, Canals and Telegraph Lines; and that Mr. *Dawson* be substituted for Mr. *Houde* on the said Committee.

Ordered, That Mr. *Cameron (Victoria)* be added to the Select Standing Committee on Miscellaneous Private Bills.

Ordered, That Messieurs *Houde* and *Catudal* be added to the Select Standing Committee on Banking and Commerce.

On motion of Mr. *Bergeron*, seconded by Mr. *Massue*,
Ordered, That there be laid before this House, copies of the Returns, annual and monthly, made by the Banque de St. Jean, since 1875, to the Government; also copies of the certificates granted by the Treasury Board to the said Bank on going into operation.

On motion of Mr. *Blake*, seconded by Mr. *Burpee* (*St. John*),
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council and Departmental Orders, not already brought down, on the subject of Grinding in Bond, or of the Regulations for Grinding in Bond, or for the Import of Wheat and Flour of United States growth or manufacture; also, all Correspondence with the authorities of the *United States*, on the subject of the transport of Canadian wheat into or through the *United States*, and all Regulations of the *United States* Custom authorities affecting such transport.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Burpee* (*St. John*),
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Statement of any sums paid to the Honourable *John O'Connor* since his retirement from Office, with dates and particulars; also, a copy of any paper showing the arrangement on which such sums were paid.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Burpee* (*St. John*),
Ordered, That there be laid before this House, a Statement from the Records of the Elections to the present House of Commons, showing the number of votes polled for the respective Candidates in the several Electoral Districts and in the various sub-divisions thereof, together with the number of ballots rejected and spoiled in each sub-division, at the last General Election; and also at each Election held subsequently thereto up to date; also, the number of Electors on the Electors lists, together with the population as shown by the last Census of every such sub-division, whether there was an Election by acclamation, or a poll; and a separate Statement in each case in which a recount or re-addition was made, showing the changes made in every sub-division and in the District on such recount with the number of ballots rejected which had been formerly allowed, and allowed which had been formerly rejected in each such sub-division, with the reasons so far as obtainable for such rejection or allowance.

On motion of Mr. *Blake*, seconded by Mr. *Burpee* (*St. John*),
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Statement in detail with dates of all expenditures made in connection with the Commission or authorization to the Honourable *James Cockburn*, Q. C., to consolidate the Dominion Statutes, and copies of the Commission or authorization and of any Reports made by him on the subject.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Burpee* (*St. John*),
Ordered, That there be laid before this House, a copy of contract, correspondence, reports and statements of payments made in connection with the manufacture of great guns for the Government of *Canada*.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a list of the Returning Officers appointed for the General Election 1882, other than Registrars and Sheriffs, and the occupations and residences of such Officers, and a list of the Sheriffs and Registrars for the Districts in which such other Returning Officers were appointed.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, copies of all correspondence with Mr. *J. A. Miller*, late Justice of the Court of Queen's Bench, Manitoba, prior to his appointment, relating to his becoming Justice of that Court, and subsequently to his appointment, on the subject of the resignation of his office.

Mr. *Blake* moved, seconded by Mr. *Laurier*, and the Question being proposed, That there be laid before this House, a Return showing the total number of timber licenses or permits applied for and granted or refused up to 1st February, 1883;

2. The estimated area covered by each license or application.
3. The amount of premium or bonus per square mile, and in the aggregate paid to and received by the Government on each such license.
4. The name and residence of each applicant for a license.
5. The date of such application of such license, and the number of years each license is granted for.
6. The Crown dues or stumpage charged or chargeable on each license.
7. The kind, quantity and quality of timber in each area so licensed.
8. Copies of all claims made on the Government for any such area or timber by any persons, and all Petitions, remonstrances or communications sent or made to the Government respecting said areas, licenses or timber, and all correspondence had with the Government respecting such claims, or in any way respecting said areas, lands, licenses or timber and the action of the Government therein; also, a copy of all maps or plans, shewing the location and area of such licenses or permits;

And a Debate arising thereupon;

On motion of Mr. *Burpee* (*St. John*), seconded by Mr. *Laurier*,

Ordered, That the Debate be adjourned.

On motion of Mr. *Dawson*, seconded by Mr. *Royal*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return of all information obtained through Reports from Officers of the Government, correspondence with the Imperial Authorities, or otherwise, in reference to the duration of the season of navigation at Hudson's Bay, shewing, in so far as has been ascertained, the dates at which the Straits are sufficiently open to admit of the passage of steamers or sailing vessels, the soundings, so far as taken, and the extent to which the Bay freezes over, whether wholly or only to the distance of a few miles from the shores.

Also, of all Reports and documents bearing on the probable resources of Hudson's Bay, showing approximately the numbers and value of whales, seals, walruses and porpoises annually captured in its waters, whether the rumours as to the abundance of codfish in various parts of the Bay have been authenticated, and what rivers on its Eastern Coast are the best adapted for the industry of Salmon fishing.

Also, of all Reports on the mineral resources of the regions about Hudson's Bay and the Islands therein, shewing where coal has been found, and in what sections the ores of Iron, Copper and Lead as well as of the precious metals are known to occur.

Also, a Map of Hudson's Bay and Straits with all the latest surveys set down thereon.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Casgrain*, seconded by Mr. *Watson*,

Ordered, That there be laid before this House, copies of all correspondence with reference to the construction of an addition to the pier at *St. Jean Port Jolie*, County of *L'Islet*; applications for superintending the work; appointments made, if any; plans and surveys made; tenders demanded and received, if any, for materials and work; the whole since the appropriation for that object made during the last Session of Parliament.

Mr. *Hesson* moved, seconded by Mr. *Curran*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of any correspondence that may have passed between His Excellency and the Home Government, in reference to the selection of a successor to His Excellency in the high position of Governor General which he now so worthily fills to the entire satisfaction and admiration of the people of *Canada*; and a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Patterson* (Brant), seconded by Mr. *Scriver*,

Ordered, That there be laid before this House, a Return of all claims presented for drawbacks on Goods manufactured for Export since March, 2nd, 1882, shewing the name of all applicants, their places of business, the articles on which the drawback was claimed, and the amount of each claim, distinguishing between the claims which have been allowed and those which have been disallowed and those under consideration and not yet decided, and giving the reason for such disallowance; also, copies of all Regulations made by the Department with reference to such claims; together with a copy of one allowed claim and the sworn declaration thereto of each exporter of boilers, machinery, sewing machines, or other manufactures of iron.

And then The House adjourned till To-morrow.

Thursday, 22nd February, 1883.

PRAYERS:

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Armstrong*,—The Petition of *J. Johnston* and others, of *Lobo* and *Caradoc*.

By Mr. *Blake*,—The Petition of University College, *Toronto*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *William Buckingham* and others, of the City of *Winnipeg*; praying for an Act of incorporation under the name of the *Rainy River Improvement Company*.

Of the Senate of Queen's College and University, of Resident Graduates and others; praying for the abolition of the duty on books.

Of the *Ottawa* Auxiliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of the Municipality of *Pabos*, County of *Gaspe*; praying for the adoption of such measures as will secure the construction of a Harbour at the entrance of Grand *Pat* River.

The Petition of *Arthur Herdman* and others, Volunteers of 1837-38, presented on Tuesday last; praying that the House may take into consideration the propriety of granting them either a pension or a grant of land for services rendered, being read;

Mr. Speaker decided that in accordance with Rule 85, which requires the signatures of at least three Petitioners on the sheet containing the Petition, and the sheet containing the prayer of this Petition not having any signature at all, it cannot be received.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House,—Official Return of the distribution of the Dominion Statutes of *Canada*, being 45 *Victoria*, 4th Session, 4th Parliament, 1882. (*Sessional Papers*, No. 28.)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented, pursuant to a Resolution of this House, dated 20th February, 1882,—Report giving information on all subjects affecting the Canadian *Pacific* Railway, up to the latest date, and particularly all details as to:

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of money.
5. The laying out of branches.
6. The progress thereon.
7. The rates of tolls for passengers and freight.
8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest practicable date before the presentation of the Return.
10. Copies of all Orders in Council and of all Correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company. (*Sessional Papers*, No. 27.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented, pursuant to a Resolution of this House, dated 20th February, 1882,—Further Report giving information on subjects affecting the Canadian *Pacific* Railway Company, up to the latest date, viz.:—Papers in connection with substitution of *Credit Valley* Stock for \$1,000,000 deposited by the Canadian *Pacific* Railway Company. (*Sessional Papers*, No. 27a.)

Also, Rails Advance Account, Land Grant Bond Account, Current Account, and Subsidy Account. (*Sessional Papers*, No. 27b.)

And also, Correspondence as to Canadian *Pacific* Land Grant Bonds. (*Sessional Papers*, No. 27c.)

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of the Judgments in the case of *Russell* and the Queen in the Supreme Court of *Canada* and the Privy Council, and of the judgments in any Provincial Courts of superior jurisdiction, or in the Supreme Court of *Canada*, in all cases raising the question of the right of a Provincial Legislature to pass Laws affecting, regulating or restraining the number or character of persons licensed to sell intoxicating liquors, or the times of such sale.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

And then The House adjourned till To-morrow.

Tuesday, 23rd February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table;—

By Mr. *Tassé*,—The Petition of the *Montreal, Ottawa and Western Railway Company*; and the Petition of *J. W. Dawson C.M.G.*, President, and the Honourable *Pierre J. O. Chauveau*, Vice-President, and others, Members of the Royal Society of *Canada*.

By Mr. *Colby*,—The Petition of the *Atlantic and North-West Railway Company*.

By Mr. *Coursol*,—The Petition of Lt.-Colonel *John Fletcher*, late Deputy Adjutant General, Commanding No. 5 Military District.

By Mr. *Fortin*,—The Petition of *N. G. Tremblay*, Mayor, and others, of *Grand Pabos*, County of *Gaspé*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the *Missionary Society of the Wesleyan Methodist Church in Canada*; praying for the passing of an Act empowering them to change the name of the said Society to that of the *Missionary Society of the Methodist Church of Canada*, to extend their corporate powers, and for further Amendments to their Act of incorporation.

Of the Reverend *John L. George* and others, of *Sherbrooke*, County of *Guysborough, Nova Scotia*; praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Mr. Beaty, from the Select Standing Committee on Standing Orders, presented to the House the Third Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, *viz.*:—Of the *Ontario and Quebec Railway Company*; praying for the passing of an Act to further define the route of the said Railway for entry into, and through the City of *Toronto*; to increase their Capital Stock, and for further amendments to their Act of incorporation;—of the President, Directors, and Shareholders of the *Farmers' Bank of Rustico, Prince Edward Island*; praying for a continuance of their Charter, until the year 1891;—of *Wm. Woodruff, M.D.*, and others; praying for an Act of incorporation under the name of the *Bank of London, in Canada*;—of *D. B. Chisholm*, and others; praying for an Act of incorporation under the name of the *Federal Life Assurance Company*,—and of *M. W. Baby*, and others; praying for the passing of an Act incorporating them as a Company, for the purpose of constructing a Railway from a point on the *Quebec and Lake St. John Railway*, in the Province of *Quebec*, to a point on, or near, the coast of *James Bay*; and for other purposes.

The time for presenting Private Bills having expired, your Committee recommend that the same be further extended to Monday, the twelfth day of March next.

Mr. McLelan, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Fifteenth Annual Report of the Department of Marine and Fisheries, being for the fiscal year ending 30th June, 1882. (*Sessional Papers, No. 7.*)

Sir Charles Tupper, a Member of the Queen's Privy Council, presented, pursuant to a Resolution of this House, dated 20th February, 1882,—Further Report giving information on subjects affecting the *Canadian Pacific Railway Company* up to the latest date, *viz.*: a Memorandum on the progress of construction of the

Railway, dated *Montreal*, 21st February, 1883; also a Map of the country to be traversed by the Railway. (*Sessional Papers, No. 27d.*)

On motion of Mr. *Beaty*, seconded by Mr. *Kranz*,

Ordered, That the time for presenting Private Bills be extended to Monday, the twelfth day of March next, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

Ordered, That Mr. *White (Hastings)* have leave to bring in a Bill to incorporate a Company under the name of "*H. B. Rathbun and Sons.*"

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Wells* have leave to bring in a Bill to amend an Act to incorporate the *Ontario and Quebec Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read the second time on Monday next.

On motion of Mr. *Colby*, seconded by Mr. *White (Hastings)*,

Ordered, That the Public Accounts of *Canada*, for the fiscal year, ended 30th June, 1882—the Report of the Auditor General on Appropriation Accounts, for the same year—the Statement of the name, rank, salary and allowance of each person superannuated, cause of superannuation, and whether the vacancy has been filled by promotion or new appointment, and salary of new appointee,—the Statement of payments charged to Unforeseen Expenses by Orders in Council, from the 1st July, 1882, to date,—and Statements of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83, be referred to the Select Standing Committee on Public Accounts.

Ordered, That Mr. *Davies* have leave to bring in a Bill to continue an Act to incorporate sundry persons by the name of the President, Directors and Company of the Farmers' Bank of *Rustico*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Dawson* have leave to bring in a Bill to incorporate the Bank of *London*, in *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Robertson (Hamilton)* have leave to bring in a Bill to amend the Criminal Law, and to declare it a misdemeanor to leave unguarded and exposed holes, openings, etc., in the ice on any navigable or frequented water.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Caron* have leave to bring in a Bill to consolidate and amend the Laws affecting the Militia of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Tuesday next.

Resolved, That a Select Committee composed of Messieurs *Jenkins, Hackett, McIntyre, Wood* (Westmoreland), and *McIsaac*, be appointed to consider the question of steam communication between *Prince Edward Island* and the Mainland in Winter and Summer; with power to send for persons, papers and records.

On motion of Mr. Curran, seconded by Mr. McGreevy,

Ordered, That there be laid before this House, a Return containing names of persons in the employ of the Customs Department in the City of *Montreal* as Supernumerary Clerks, who have been constantly employed for not less than six months previous to the first day of July, 1882.

On motion of Mr. Shakespeare, seconded by Mr. Baker,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, all correspondence between the Government of *British Columbia* and the Dominion Government, respecting Immigration to *British Columbia*; also, all correspondence on the question of Chinese Immigration.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. Blake, seconded by Mr. Laurier,

Ordered, That there be laid before this House, a map or maps showing (1) the location of the Canadian Pacific Railway so far as approved or constructed; (2) its location so far as proposed to Government, but not yet approved; (3) the location of any branches constructed and of any now contemplated by the Company, so far as the Government is advised; (4) the lands set apart for the Company but not yet granted; (5) the lands granted; (6) the lands applied for but not yet set apart.

On motion of Mr. Blake, seconded by Mr. Laurier,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Despatches, Telegrams and Correspondence between the Governments of the United Kingdom and *Canada*; and between the Government of *Canada* and the High Commissioner, touching negotiations for commercial arrangements with *France*, *Spain* or other Countries; and of all Reports of the High Commissioner on the subject.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. Burpee (St. John), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return of the Receipts and Expenditures in detail, chargeable to the Consolidated Fund, from July 1st, 1882, to February 1st, 1883.

On motion of Mr. Burpee (St. John), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return shewing the Imports and Exports from the 1st of July, 1882, to 1st January, 1883, giving quantities and descriptions similar to that usually published in the *Gazette* (monthly imports), and the countries from which imported, and to which exported.

On motion of Mr. Burpee (St. John), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return shewing the quantity in Tons of Coal exported from each port in *Nova Scotia*, for the year ending June 30th, 1882; also, for the six months ending December 31st, 1882, and the Countries to which exported; also, quantities sent by Railway, and by water, (separately) to any ports of *Quebec* and *Ontario*, naming places sent to.

On motion of Mr. Burpee (St. John), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return of all claims presented for drawback on materials used for shipbuilding for the year ending June 30th,

1882; also, for six months ending December 31st, 1882; giving the name of the applicant, the name and tonnage of the vessel, the amount claimed, and the amount paid.

On motion of Mr. *Burpee* (St. John), seconded by Mr. *Davies*,

Ordered, That there be laid before this House, a Statement of the Revenue and working expenses of the Intercolonial Railway, accrued for the six months of each year ending December 31st, 1880, 1881, and 1882, under the several divisions; similar to Annual Statement B, I.C. Railway, in the Public Accounts.

On motion of Mr. *Burpee* (St. John), seconded by Mr. *Davies*,

Ordered, That there be laid before this House, a Return shewing the total amount of money received by the Government from the sales of Dominion Lands in *Manitoba* and the *North-West Territories*, during the calendar year 1882; the number of sales, amount received in each Agency and each Township, the names of the Companies to whom sales have been made, the area sold to, and amount received from each.

On motion of Mr. *Burpee* (St. John), seconded by Mr. *Davies*,

Ordered, That there be laid before this House, a Return shewing the quantity of Rolling Stock purchased for the Intercolonial Railway, during the year ending December 31st, 1882, giving each kind of Rolling Stock, and whether purchased under contract or otherwise; the parties from whom bought and the cost of each kind; also, a Statement shewing what has been built during the year in the Government workshops, giving each kind.

On motion of Mr. *Holton*, seconded by Mr. *Trow*,

Ordered, That there be laid before this House, copies of all correspondence relating to the dismissal of *John D. McMullan* from his office as Fishery Overseer, and the appointment in his place of *David Baker*; also, copies of all Departmental or other Orders respecting such dismissal and appointment, together with the cause therefor.

On motion of Mr. *Kirk*, seconded by Mr. *Armstrong*,

Ordered, That there be laid before this House, copies of all papers, Resolutions, Petitions, Telegrams, Reports and Correspondence relating to the change of Mail route between *Antigonish* and *Guysborough*, N.S., also, agreement entered into between the Postmaster General and the Contractor for the conveyance of the Mails between *Heatherton* and *Guysborough*.

The Order of the Day being read, for the second reading of the Bill to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate "The Central Bank of *Canada*."

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to empower the National Insurance Company to wind up its affairs, and to relinquish its charter, and to provide for the dissolution of the said Company ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill further to reduce the Capital Stock of the *Quebec Fire Assurance Company* ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Manitoba and North-Western Fire Insurance Company* ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Banking and Commerce.

And then The House adjourned till Monday next.

Monday, 26th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *McNeill*,—Two Petitions of the Municipal Council of the County of *Bruce*.

By Mr. *Hesson*,—The Petition of *A. J. Cattnach* and others.

By Mr. *Curran*,—The Petition of the *Perth Auxiliary of the British and Foreign Bible Society*.

By Mr. *Tassé*,—The Petition of *Allan Grant* and others.

By Mr. *Small*,—The Petition of Messrs. *A. T. Hawkins* and Company and others, of *London, England*, and others.

Pursuant to the Order of the Day, the following Petitions were read and received :—

Of *J. Johnston* and others, of *Lobo and Caradoc* ; praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of University College, *Toronto* ; praying for the abolition of the duty on Books.

Of the *Montreal, Ottawa and Western Railway Company* ; praying for the passing of an Act empowering them to extend their railway by way of the Township of *Maniwaki*, to a point of junction with the Canadian *Pacific Railway*, to purchase certain other railways, to construct branch railways, and to change their name to that of the *Nominique Railway Company*.

Of *J. W. Dawson*, C.M.G., President, and Honourable *Pierre J. O. Chauveau*, Vice-President, and others, members of the Royal Society of *Canada* ; praying for an Act of incorporation under the name of the Royal Society of *Canada*.

Of the Atlantic and North-West Railway Company ; praying for the passing of an Act to extend their corporate powers, and for further amendments to their Act of incorporation.

Of *N. G. Tremblay*, Mayor and others, of *Grand Pabos, County of Gaspé* ; praying that the Fishery Act may be so amended as to make the close season for fly-fishing for salmon to correspond with the close season for net-fishing.

The Petition of Lt.-Colonel *John T. Fletcher*, late Deputy Adjutant General, commanding No. 5 Military District, presented on Friday last, representing that he was placed on the retired list 1st April, 1881; and praying the House to grant him further compensation, being read;

Mr. Speaker decided that as the granting of the prayer of this Petition would involve the expenditure of public money, it cannot be received.

Mr. Speaker laid before the House,—Lists of Shareholders of the Bank of *Nova Scotia*, as on the 17th February, 1883; of the Bank of *Windsor, N.S.*; of the Bank of *Yarmouth, N.S.*, as on the 8th February 1883; of the Federal Bank of *Canada*, as on the 20th February, 1883; of *La Banque de St. Hyacinthe*, as on the 16th February, 1883; of *La Banque du Peuple*, as on the 15th February, 1883; of the People's Bank of *Halifax*, as on the 14th February, 1883; and of the Standard Bank of *Canada*, as on the 1st January, 1883, in compliance with the Act 34 *Victoria*, Chapter 5, Section 12. (*Sessional Papers*, No. 19.)

Sir *Hector J. Langevin*, a Member of the Queen's Privy Council, laid before the House,—Report of the Civil Service Examiners. (*Sessional Papers*, No. 13).

And also, Return of the names and salaries of all persons appointed to or promoted in the Civil Service during the half year ending 31st December, 1882, specifying the office to which each has been appointed or promoted, in compliance with the *Canada Civil Service Act*, 1882, Section 55, Sub-section 2. (*Sessional Papers*, No. 13a.)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Annual Report of the Minister of Railways and Canals, for the past fiscal year, from 1st July, 1881, to the 30th June, 1882, on the works under his control. (*Sessional Papers*, No. 8.)

Sir *Charles Tupper* also presented, pursuant to a Resolution of this House dated 20th February, 1882,—A further Report, giving full information on all subjects affecting the Canadian Pacific Railway, up to the latest date, and particularly all details as to:

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of money.
5. The laying out of branches.
6. The progress thereon.
7. The rates of tolls for passengers and freight.
8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest practicable date before the presentation of the Return.

And also,—a plan showing lands for expropriation of the Canadian Pacific Railway, for Railway and Terminal purposes, extending from the South Westerly side of the Village of *Prince Arthur's Landing*, Easterly to *Current River*. (*Sessional Papers*, No. 27e.)

Ordered, That Mr. *Riopol* have leave to bring in a Bill to amend "The Consolidated Railway Act, 1879."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Casgrain* have leave to bring in a Bill to provide for the admission of Graduates of the Royal Military College to the profession of Dominion Land Surveyors.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, delivered to Mr. Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker, (all the Members of the House standing and being uncovered) and is as followeth:—

LORNE,

Gentlemen of the House of Commons:

Accept my thanks for the loyal Address you have voted in answer to the Speech with which I opened the Session. I receive with satisfaction your assurance that your earnest and careful attention will be given to the measures which are to be submitted for your consideration.

GOVERNMENT HOUSE,

OTTAWA, 22nd February, 1883.

The Order of the Day being read, for the second reading of the Bill to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Territoires du Nord Ouest";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill respecting the "Credit Foncier Franco-Canadien";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate a Company under the name of "*H. B. Rathbun & Sons*";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to continue an Act to incorporate sundry persons by the name of the President, Directors and Company of the Farmers' Bank of *Rustico*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, laid before the House,—A Report of the Honourable *James Cockburn*, the Commissioner to collect, examine and classify the Statutes of the Dominion of Canada, since Confederation. (*Sessional Papers*, No. 17.)

On motion of Mr. *Coursol*, seconded by Mr. *Méthot*,

Ordered, That there be laid before this House, a Return shewing the names, ages and origins of all persons appointed permanently or employed temporarily in the Customs, Post and Inland Revenue offices at Montreal, since the 1st May last, and up to the 20th February, instant, and the salary allowed to each of the said employés; also the names of the employés in the offices of Customs and Excise, who are placed on the Civil Service List, as being entitled to a pension.

On motion of Mr. Foster, seconded by Mr. Shakespeare,

Ordered, That there be laid before this House, (1) A Statement shewing the quantities of Distilled and Fermented Liquors under the different names as given in the Trade Returns, imported into and taken for consumption in *Canada* from 1868 to 1882, both years included, computed in Imperial gallons, each Province separately, the value of the same, and duty paid thereon;

2. The quantity of Distilled and Fermented Liquors under the different names given in the Inland Revenue Returns, manufactured in *Canada* and taken for consumption therein, by Provinces, the value of the same, and the duty paid thereon for the same years;

3. The amount of materials used in Brewing and Distilling Alcoholic Liquors in the several Provinces of *Canada* during the same years.

On motion of Mr. Blake, seconded by Mr. Laurier,

Ordered, That there be laid before this House, copies of all correspondence between any Member of the Government and any licensed victuallers, or any one on behalf of any organization of licensed victuallers; and of all Petitions, Memorials or Resolutions presented by any such person on the subject of Legislation affecting the sale of Liquors.

On motion of Mr. Blake, seconded by Mr. Laurier,

Ordered, That there be laid before this House, any communication or representation to the Government on the subject of the simplification of the system of transfer of lands of the *North-West*.

On motion of Mr. Dawson, seconded by Mr. Gigault,

Ordered, That there be laid before this House, a Return of all correspondence which has taken place with any Department of the Government within the past four years, in reference to Buoys and Beacons in the north channel of Lake *Huron*, with copies of any contracts entered into for placing the same in the spring and removing them in the fall, and a Statement shewing the cost therewith connected, in each year, also, a Statement shewing in detail the annual cost of the same service for a period of four years immediately antecedent to these contracts having been entered into, distinguishing the amount laid out in soundings, from that chargeable to the mere placing of Buoys and Beacons.

Mr. Burpee (*Sunbury*), moved, seconded by Mr. King, and the Question being proposed, That there be laid before this House, a Statement shewing the number of immigrants that have arrived in the Dominion during the calendar year ending December 31st, 1882, to settle in *Canada*, and their nationality; also shewing the number that have settled in each Province respectively, and also in the Territories of the Dominion as far as can be ascertained; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. Burpee (*St. John*), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return giving a full Statement of all Coal entered ex-warehouse Free or for Exportation, during the years ending June 30th, 1881 and 1882, shewing the quantity so entered at each Port, the names of persons having entered, the quantities ex-warehoused by each person, and if exported, the name of the vessel or railroad by which exported, the place to which exported, and copies of the cancelling certificates shewing that such Coal had been landed in the Ports to which exported.

On motion of Mr. Burpee (*St. John*), seconded by Mr. Davies,

Ordered, That there be laid before this House, a Return of all Memorials, Petitions and correspondence of any kind, asking for a drawback on Sugar refined

in *Canada* when exported into any Foreign Country, the parties applying, their statement of drawback proposed, and any answers of the Government thereto, also copy of any regulations made for such drawback.

On motion of Mr. *Burpee* (*St. John*), seconded by Mr. *Davies*,

Ordered, That there be laid before this House, copies of all Memorials, Petitions and correspondence relating to the abolition of duty on Grain, Flour and Coal, during the calendar year 1882, and subsequently.

On motion of Mr. *Burpee* (*St. John*), seconded by Mr. *Davies*,

Ordered, That there be laid before this House, copies of all correspondence with the Government or any Member thereof, during the calendar year 1882, referring to the construction of a Railway Bridge over the River *St. John*, at *St. John*.

And then The House adjourned till To-morrow.

Tuesday, 27th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Curran*,—The Petition of the Citizens' Insurance Company of *Canada*.

By Mr. *Wallace* (*Albert*),—The Petition of A. J. *Foster* and others, of the Parish of *Alma*, County of *Albert*, *New Brunswick*.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented, pursuant to a Resolution of this House, dated 20th February, 1882,—Further Report giving information on subjects affecting the Canadian *Pacific* Railway Company up to latest date, viz: Copies of the several communications 'of the Canadian *Pacific* Railway on the subject of the allotment and conveyance of lands, as they are earned under the contract between the Company and the Government. (*Sessional Papers*, No. 27f.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd February, 1883, for a Return of the Receipts and Expenditures in detail, chargeable to the Consolidated Fund, from 1st July, 1882, to 1st February, 1883. (*Sessional Papers*, No. 30.)

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th February, 1883, for a Statement of the number of Veterans of 1812, now surviving; of the number of Veterans who have died since 1875,—and of the number of widows of deceased Veterans who have applied for assistance. (*Sessional Papers*, No. 31.)

The Order of the Day being read, for the second reading of the Bill to authorize the raising by way of loan of certain sums of money required for the Public Service; The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into said Committee, and, after some time therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time on Friday next.

On motion of Mr. *Foster*, seconded by Mr. *Grandbois*,

Ordered, That there be laid before this House, copies of all correspondence between any Members of this House, or other persons, and the Government, in relation to the Hydrographical Survey of the Great Lakes, the River and Gulf of *St. Lawrence*, and the other Maritime coasts of *Canada*.

And then The House adjourned till To-morrow.

Wednesday, 28th February, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Curran*,—The Petition of *John Thomas Mannors* and others.

By Mr. *Jamieson*,—The Petition of the Reverend *Robert McKenzie* and others, of *Dalhousie, North Sherbrooke* and *Levant*, County of *Lanark*.

By Mr. *Hay*,—The Petition of the *London* and *Ontario* Investment Company (Limited).

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Municipal Council of the County of *Bruce*; praying for certain amendments to the Railway Acts.

Of the Municipal Council of the County of *Bruce*; praying that a more economical plan may be adopted for the conveyance of prisoners to the Penitentiaries from the several County Gaols of the Dominion.

Of *A. J. Cattanaeh* and others; praying for the passing of an Act incorporating them as a Company, for the purpose of introducing and utilizing the invention known as the "*Faure* Electric Accumulator," throughout the Dominion.

Of the *Perth* Auxiliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of *Allan Grant* and others; praying for an Act of incorporation under the name of the "*Quinze* Pier, Boom and Improvement Company."

Of Messrs. *A. T. Hawkins* and Company, and others, of *London, England*, and others; praying for an Act of incorporation under the name of the "*Dominion* Railway Trust and Construction Company of *Canada* (Limited)."

Mr. Speaker informed the House, That he had received from the Registrar of the Supreme Court of *Canada*, a certified copy of the Judgment of the said Court in the Election Appeal relating to the Election,—

For the Electoral District of *Queen's* County, *Prince Edward* Island.

And the said Judgment was read and ordered to be entered in the Journals of this House, and is as follows:—

QUEEN'S COUNTY DISTRICT, P.E.I., CONTROVERTED ELECTION.

IN THE SUPREME COURT OF CANADA.

[L.S.]

Tuesday, the 27th day of February, 1883.

PRESENT:

The Honourable Sir WILLIAM JOHNSTONE RITCHIE, C.J.
 “ “ SAMUEL HENRY STRONG, J.
 “ “ TELESOPHORE FOURNIER, J.
 “ “ WILLIAM ALEXANDER HENRY, J.
 “ “ HENRI ELZEAR TASCHEREAU, J.
 “ “ JOHN WELLINGTON GWYNNE, J.

The Dominion Controverted Elections Act, 1874.

JOHN THEOPHILUS JENKINS,

Appellant.

and

FREDERICK DE ST. CROIX BEECKEN,

Respondent.

Election for the Electoral District of Queen's County District, in the Province of *Prince Edward Island*, in the Dominion of *Canada*, holden on the 20th day of June, A.D., 1882.

The Appeal of the above named *John Theophilus Jenkins* from the Judgment of the Honourable Mr. Justice *Peters* rendered in the said cause declaring the said Respondent *Frederick de St. Croix Brecken* duly elected Member of the Dominion Parliament for Queen's County, Province of *Prince Edward Island*, having come on for hearing before this Court on the 21st and 22nd days of February instant, in the presence of Counsel as well for the said Appellant as the said Respondent, whereupon and upon hearing what was alleged by Counsel aforesaid this Court was pleased to direct that the said Appeal should stand over for Judgment and the same coming on this day for Judgment this Court did order and adjudge that the said Appeal should be and the same was dismissed and that the said Judgment of the Honourable Mr. Justice *Peters* should be and the same was affirmed.

And this Court did further order, adjudge and determine as follows:—

1. That the said *Frederick de St. Croix Brecken* was duly elected and returned Member of the Dominion Parliament for the Electoral District of Queen's County in the Province of *Prince Edward Island*, at the Election holden on the 20th day of June, 1882.

2. That the said Appellant should pay to the said Respondent as well the costs incurred by the said Respondent in this Court as in the Court below.

3. That the sum of one hundred dollars deposited by the said Appellant as security for the costs of this Appeal should be paid over to the said Respondent to apply on his costs of the Appeal to this Court.

4. That the Registrar of this Court should be and he was directed to certify the foregoing to the Honourable the Speaker of the House of Commons, pursuant to the provisions of the Statute in that behalf.

(Certified) ROBERT CASSELS,
Registrar S.C.C.

The Honourable

GEORGE A. KIRKPATRICK,

Speaker of the House of Commons of Canada.

Mr. Speaker also informed the House, That in conformity with the Act 37 Victoria, Chapter 10, Section 36, he had issued his Warrant to the Clerk of the Crown in Chancery, directing him to alter the Return to the Writ of Election for the said Electoral District of Queen's County District, by expunging therefrom the name of *John Theophilus Jenkins*, and substituting in lieu thereof, the name of *Frederick de St. Croix Brecken*, as the Member duly elected to represent the said Electoral District in the House of Commons of Canada in the present Parliament; and that the Clerk of the House had received from the Clerk of the Crown in Chancery the following Certificate:—

OFFICE OF THE CLERK OF THE CROWN IN CHANCERY, CANADA.

OTTAWA, 27th February, 1883.

This is to certify that in virtue of the Warrant of the Speaker of the House of Commons, bearing date the twenty-seventh day of February instant, and to me directed to that effect, I have altered the Return to the Writ of Election for the last Election in the Electoral District of Queen's County District, in the Province of *Prince Edward Island*, by expunging therefrom the name of *John Theophilus Jenkins*, and substituting in lieu thereof, the name of *Frederick de St. Croix Brecken*, as the Member duly elected to represent the said Electoral District in the House of Commons of Canada, in the present Parliament.

R. POPE, [L.S.]

Clerk of the Crown in Chancery.

To JOHN GEORGE BOURINOT, Esquire,
Clerk of the House of Commons of Canada.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 19th February, 1883; for a Statement, in detail, of all sums expended in connection with the Canadian Pacific Railway Commission, with dates and names of the persons paid, and particulars of the service in respect of which payment is made; also, copy of all correspondence, contracts, accounts or arrangements, not already brought down, as to the printing of the evidence or Report. (*Sessional Papers, No. 27g.*)

And also, pursuant to a Resolution of this House, dated 20th February, 1882,—a Map shewing the Canadian Pacific Railway, as located for construction between *Collender* and *Algoma Mills*, 191 miles. (*Sessional Papers No. 27h.*)

On motion of Mr. *Gigault*, seconded by Mr. *Bourbeau*,

Ordered, That there be laid before this House, a Return shewing, 1st. The Number of Licensed Tobacco Manufactories on the first day of February, 1883, in which Canadian Leaf is exclusively used;

2nd. The quantity of Canadian Leaf used in Tobacco Manufactories since the passing of the Inland Revenue Act of 1880 to 1st February, 1883;—and

3rd. The quantity of Cigars and Cavendish produced, respectively, since the 1st May, 1880, to 1st February, 1883, in manufactories in which Canadian Leaf is exclusively used.

On motion of Mr. *Casgrain*, seconded by Mr. *Paterson (Brant)*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence respecting the appointment of Honourable *Hector Fabre* to the position he now occupies in *France*; with copies of all commissions and instructions issued to him by direction of the Government; also, Statement showing the duties required of him and the salary and commission paid or to be paid for such services, as well as a Statement of all other expenses and contingencies; also, copies of all

Reports made by the Honourable *Hector Fabre*, with any official papers showing the results of the mission.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement of the expenditure for each month elapsed for the current fiscal year, on telegrams charged to various works in the Department of Public Works, shewing the amount charged to each work respectively, and a like Statement from November, 1881, to June, 1882, inclusive.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement for the fiscal years 1880-'81 and 1881-'82, and for the current year, to date, as to persons employed in any of the Departments whose remuneration is charged to Public Works in connection with which they are employed, giving:—1. The name. 2. The date of first employment. 3. The remuneration. 4. The nature of the service. 5. The works to which the remuneration is charged, with the amount charged to each work.

On motion of Mr. *Watson*, seconded by Mr. *Trow*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of the Order in Council setting apart lands to be granted to the *Qu'Appelle Valley Farming Company*, and containing the conditions of such grant; also, copies of all correspondence with said Company in reference to the fulfilment of the terms of said Order, and to the removal of settlers found on said lands; also, Statement of all payments made by said Company and work done by them in pursuance of the terms of said Order; also, copies of all Orders issued from the Dominion Lands Department at Ottawa, or from the Dominion Land Office at Winnipeg or elsewhere, in regard to the removal of such settlers; also, copies of all Correspondence, Petitions or Statements forwarded by them, and all Reports made by any officer of the said Government, in connection with the Company or its lands, also Statement of the date of such grant, and when occupied by said Company.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Laurier*, seconded by Mr. *Blake*,

Ordered, That there be laid before this House, copies of all Contracts entered into by the Post Office Department with any person whomsoever for the carrying of the mails by steamer during the winter season, between the wharf at *St. Denis*, on the South Shore of the *St. Lawrence*, and *Murray Bay* on the North Shore; with a Statement shewing the name and tonnage of the steamer employed in that service, and a Statement of all the trips made by such steamer in fulfilling the said Contract.

On motion of Mr. *Landerkin*, seconded by Mr. *Thompson*,

Ordered, That there be laid before this House, copies of all papers and correspondence relating to the change of mail service between *Durham* and *Walkerton*; also, a Statement showing the cost of the old and new service, and the comparative efficiency of each.

On motion of Mr. *Burpee (Sunbury)*, seconded by Mr. *King*,

Ordered, That there be laid before this House, a Return giving the number of Immigrant agents or persons employed (other than those on the regular and published lists) by the Government or Department of Agriculture, and sent from *Canada*

to *Europe*, who received pay from the Government during the Calendar years of 1881 and 1882; the names of persons so employed; the instructions given to them; the terms of engagement; the time each has been so employed, and the remuneration paid to each person so employed.

The Order of the Day being read, for the second reading of the Bill to provide that persons charged with misdemeanor shall be competent as Witnesses;

The Bill was accordingly read a second time; and referred to a Select Committee composed of Messieurs *Cameron (Huron), McCarthy, Davies, Robertson (Hamilton), Wood (Brockville), Weldon, Cameron (Victoria), Girouard (Jacques Cartier), Amyot, Casgrain and Tupper (Pictou)*.

The Order of the Day being read, for the second reading of the Bill to amend an Act respecting procedure in criminal cases and other matters relating to Criminal Law;

The Bill was accordingly read a second time; and referred to the Select Committee on the Bill to provide that persons charged with misdemeanour shall be competent as Witnesses.

The Order of the Day being read, for the second reading of the Bill to amend the Criminal Law, and to extend the provisions of the Act respecting offences against the person;

The Bill was accordingly read a second time; and committed to a Committee of the whole House, for To-morrow.

The Order of the Day being read, for the second reading of the Bill to amend an Act to incorporate the *Ontario and Quebec* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

And then The House adjourned till To-morrow.

Thursday, 1st March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Robertson (Shelburne)*,—The Petition of *John Chisholm* and others, of *Moose River*, and *Garden of Eden*; and the Petition of the Reverend *Duncan B. Blair*, and others, of *Barney's River*, County of *Pictou, Nova Scotia*.

By Mr. *Richey*,—The Petition of the Trustees of the Presbyterian Ministers' Widows' and Orphans' Fund, and of the Trustees of the Widows' and Orphans' Fund of the Presbyterian Church of the Maritime Provinces in connection with the Church of *Scotland*; and the Petition of *George Flemming* and others, of *Gay's River*, County of *Halifax, Nova Scotia*.

By Mr. *White (Hastings)*,—The Petition of the Members and Officers of the Orange Association of *British America*; and the Petition of the Municipal Council of the County of *Hastings*.

- By Mr. *Bergin*,—The Petition of the *Ontario Pacific Railway Company*.
 By Mr. *Cameron (Victoria)*,—Two Petitions of *John J. McDonald* and others.
 By Mr. *Dawson*,—The Petition of *D. Blain* and others.
 By Mr. *Bain*,—The Petition of the Municipal Council of the County of *Wentworth*.
 By Mr. *Mulock*,—The Petition of the Board and Faculty of the School of Practical Science, *Toronto*.
 By Mr. *McMillan (Huron)*,—The Petition of the Reverend *H. Dierlamm* and others, of *Zurich*, County of *Huron*.
 By Mr. *Mitchell*,—The Petition of *Thomas Reynolds*, of *London, England*, and others.
 By Mr. *Beaty*,—The Petition of *J. Richardson* and others, of the County and Province of *Ontario*, Provisional Directors of the North Western Bank.
 By Mr. *Somerville (Bruce)*,—The Petition of the Reverend *John MacNabb* and others, of *Lucknow*; the Petition of *James Wilkie* and others, of *Ashfield* and *Huron*; and the Petition of *James Moore* and others, of the Township of *Huron*.
 By Mr. *Cameron (Inverness)*,—The Petition of *Simeon Aucoin* and others.
 By Mr. *McCarthy*,—The Petition of the Northern, North-western, and *Sault Ste Marie* Railway Company; and the Petition of *A. Konald* and others, of *Minesing*, County of *Simcoe*.
 By Mr. *Vanasse*,—The Petition of the Reverend *A. B. Lassyseraie* and others, of the Parishes of *St. Thomas de Pierreville* and *St. Francois du Lac*, County of *Yamaska*.

Pursuant to the Order of the Day, the following Petition was read and received:
 Of the Citizens' Insurance Company of Canada; praying for the passing of an Act empowering them to reduce their paid up Capital Stock, and for other purposes.

The Petition of *A. J. Foster* and others, of the Parish of *Alma*, County of *Albert New Brunswick*; presented on Tuesday last; praying for the adoption of such measures as will secure the construction of a Breakwater, at the entrance of the *Upper Salmon River*, being read;

Mr. Speaker decided that in accordance with Rule 85, which requires the signatures of at least three Petitioners on the sheet containing the prayer of the Petition, and the sheet of the prayer of this Petition not having any signature at all, it cannot be received.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Fourth Report of the said Committee, which was read, as followeth:

Your Committee have examined the Notices on the following Petitions, and find them sufficient, viz.:—Of the *Acadia Powder Company*; praying for an act of incorporation;—of the *Grange Trust (limited)*; praying for an Act of incorporation;—of the *Missionary Society of the Wesleyan Methodist Church in Canada*; praying for the passing of an Act empowering them to change the name of the said Society to that of the *Missionary Society of the Methodist Church of Canada*, to extend their corporate powers, and for further amendments to their Act of incorporation;—of the *Credit Valley Railway Company*; praying for the passing of an Act empowering them to amalgamate with or lease their Railway to the *Ontario and Quebec Railway Company*, or the *Canada Southern Railway*, or either of them, or to enter into joint working arrangements with the *London Junction Railway Company*; also for further running powers over the tracks belonging to or used by the *Northern Railway Company*, in the City of *Toronto*;—of *William Buckingham*, and others, of the City of *Winnipeg*; praying for an Act of incorporation under the name of the *Rainy River Improvement Company*;—of Messrs. *A. T. Hawkins* and Company, and others, of *London, England*, and others; praying for an Act of incorporation under the name of the *Dominion Railway Trust and Construction Company of Canada*

(Limited);—of *Allan Grant*, and others; praying for an Act of incorporation under the name of the *Quinze Pier, Booms and Improvement Company*;—of the *Kingston and Pembroke Railway Company*; praying for the passing of an Act empowering them to increase their Capital Stock, and for further amendments to their Acts of incorporation.

On the Petition of *J. W. Dawson*, C.M.G., President, and Honourable *Pierre J. O. Chauveau*, Vice President, and others, Members of the *Royal Society of Canada*; praying for an Act of incorporation under the name of "The *Royal Society of Canada*," Your Committee find that it is not of a nature to require the publication of notice.

The time for receiving Petitions for Private Bills expires to-day, Your Committee recommend that the same be extended to Friday the ninth instant.

On motion of Mr. *Beaty*, seconded by Mr. *Kranz*,

Ordered, That the time for presenting Petitions for Private Bills be extended to Friday the ninth day of March instant, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

Ordered, That Mr. *Kilvert* have leave to bring in a Bill to incorporate the *Federal Life Assurance Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Gunn* have leave to bring in a Bill to amend the Act incorporating the *Kingston and Pembroke Railway Company*, and the Act amending the same.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Tassé* have leave to bring in a Bill to incorporate the *Royal Society of Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Dawson* have leave to bring in a Bill to incorporate the *Rainy River Improvement Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Charlton* have leave to bring in a Bill to amend the Act of the Dominion of *Canada*, forty-fifth *Victoria*, Chapter one hundred and twenty-four, respecting the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Tupper (Pictou)* have leave to bring in a Bill to grant certain powers to the *Acadia Powder Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Small* have leave to bring in a Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada (Limited)*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Guillet* have leave to bring in a Bill to amend and continue in force the Act incorporating the *Grafton Harbour Company*, and for other purposes.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *McCarthy*, have leave to bring in a Bill to amend an Act to incorporate the *Missionary Society of the Wesleyan Methodist Church in Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. *Cameron (Huron)* moved, seconded by Mr. *Weldon*, and the Question being proposed, That it appears by the Returns transmitted by *Michael McCormack*, Esquire, the Returning Officer for the Electoral District of *King's County*, in the *Island of Prince Edward*, at the last Election for the said Electoral District, that *P. A. McIntyre*, *J. E. Robertson*, *A. C. MacDonald*, and *E. B. Muttart* were the Candidates at the said Election—that at the said Election the said *P. A. McIntyre*, polled 2,124 votes—that the said *J. E. Robertson*, polled 2,003 votes—that the said *A. C. MacDonald* polled 1,941 votes,—and the said *E. B. Muttart* polled 1,854 votes—that the said Returning Officer made a Return of the said Election, in the words following:—

“ KING'S COUNTY DISTRICT, }
“ Province of *Prince Edward Island*. }

I hereby certify that one of the Members elected for the Electoral District of *King's County* in pursuance of the within written writ as having received the majority of votes lawfully given, is *Peter Adolphus McIntyre*, of *Souris*, in *King's County*, Medical Doctor, and I further certify that *James Edwin Robertson*, of *Montague*, in *King's County*, Medical Doctor, a Candidate at the Election held by virtue of the within written writ—appears by the Returns from the several Deputy Returning Officers, to have the next highest number of votes given at such Election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such Election, as appears by the several papers returned herewith and marked respectively with the letters E. F. G. H., and initialed by me, that the said *James Edwin Robertson* at the time of his nomination as a Candidate at such and at the time of the holding such Election, was a Member duly elected and returned for the House of Assembly of the Province of *Prince Edward Island* for the fourth Electoral District of *King's County*, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of *Canada* at the said Election.

I do hereby further certify that *Augustine Colin MacDonald*, of *Montague Bridge*, in *King's County*, Merchant, a Candidate at such Election duly qualified, has the next highest number of votes lawfully given at such Election, and I do further make this Return of and respecting the said *James Edwin Robertson* and *Augustine Colin MacDonald* for the information of all whom it may concern.

Certified,

(Signed),

MICHAEL McCORMACK,

Returning Officer.”

(Signed)

R. POPE,

Clerk of the Crown in Chancery.”

That the said *J. E. Robertson* having the second highest number of votes polled at the said Election ought to have been returned as one of the Members for the said Electoral District in this Parliament, and that he has a right to take his seat in this House as such Member, saving, however, to all Candidates and others their rights of

contesting the said Election, if they think proper, in such manner as may appertain to Law and Justice;

And a Debate arising thereupon;

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the Debate be adjourned.

The Order of the Day being read, for the second reading of the Bill to amend the Law of evidence in Criminal cases;

The Bill was accordingly read a second time; and referred to the Select Committee on the Bill to provide that persons charged with misdemeanor shall be competent as Witnesses.

The Order of the Day being read, for the second reading of the Bill for the better prevention of fraud in relation to contracts involving the expenditure of public moneys;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for To-morrow.

On motion of Mr. *Royal*, seconded by Mr. *Dawson*,

Ordered, That there be laid before this House, copies of all documents and correspondence in relation to the abolition of the duties on lumber imported into the Province of *Manitoba*; together with a Statement of the quantity of lumber, rough and dressed, imported into the Province of *Manitoba*, and the duty paid thereon, for the years 1880, 1881 and 1882.

On motion of Mr. *Kranz*, seconded by Mr. *Beaty*,

Ordered, That there be laid before this House, copies of all correspondence between any Member of this House or other persons and the Government, in relation to the establishment of direct Steamship communication between *Montreal*, *Quebec*, *St. John*, *New Brunswick*, *Halifax*, and *German* Sea-ports.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 19th February, 1883, for copies of all correspondence, not already brought down, touching the *Canadian Extradition Act*, and the suspension of the Imperial Act within *Canada*, and of any Imperial or Canadian Orders in Council, or Proclamation on the subject. (*Sessional Papers*, No. 32.)

Mr. *Kranz* moved, seconded by Mr. *Hesson*, and the Question being proposed, That there be laid before this House, copies of all correspondence between any Member of this House or other persons and the Government, in relation to the Naturalization of Germans; also, in relation to *German* Immigration, the appointment of Emigrant Agents in *Germany*, and the affording of reliable information about *Canada* to intending Emigrants; also, a copy of the Report and all correspondence with the German Delegates who visited the *North-West Territories* in 1881;

And a Debate arising thereupon;

On motion of Mr. *Landerkin*, seconded by Mr. *Houde*,

Ordered, That the Debate be adjourned.

And then The House adjourned till To-morrow.

Friday, 2nd March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *Wright*,—The Petition of *J. W. Dawson*, C.M.G., and the Honourable *Pierre J. O. Chauveau*, and others, Members of the Royal Society of *Canada*.

By Mr. *Weldon*.—The Petition of the *New Brunswick* Railway Company.

By Mr. *Wood* (Westmoreland),—The Petition of the *New Brunswick* Auxiliary of the British and Foreign Bible Society.

By Mr. *Guillet*,—The Petition of *J. R. Barber*, General Superintendent of the *Cobourg, Peterboro* and *Marmora* Railway and Mining Company.

By Mr. *Beaty*,—The Petition of the Board of Management of the Free Library of *Toronto*; the Petition of the Professors, Lecturers and Teachers of *Upper Canada* College; the Petition of the Professors, Lecturers and Teachers of the Baptist College, *Toronto*; the Petition of the Teachers of the Park Street School, *Toronto*; the Petition of the Teachers of the Elizabeth Street School, *Toronto*; the Petition of the Teachers of the Bathurst Street School, *Toronto*; the Petition of the Teachers of the Dufferin Street School, *Toronto*; the Petition of the Teachers of the John Street School, *Toronto*; the Petition of the Teachers of the Palace Street School; and the Petition of the Teachers of the Ryerson School, *Toronto*.

By Mr. *Massue*,—The Petition of the Great Eastern Railway Company.

By Mr. *Jamieson*,—The Petition of *A. A. Scott* and others, of *Carleton Place* and vicinity; the Petition of *Robert Cavanagh* and others, of *Franktown* and vicinity; the Petition of *D. McDonald* and others, of *Carleton Place*; and the Petition of *Dugald Fergusm* and others, of *Beckwith*.

By Mr. *Fortin*,—The Petition of *Henry Davis*, Mayor, and others, of *Gaspé Basin*; and the Petition of *Francis Gassorie*, Mayor, and others, of *Gaspé Bay* North and *Sydenham*.

By Mr. *Billy*,—The Petition of *J. de St. Aubin*, N.P., and others, of *Matane*, County of *Rimouski*.

Pursuant to the Order of the Day, the following Petitions were read and received :—

Of *John Thomas Manners*, and others; praying for an Act of Incorporation under the name of the *St. Lawrence Bridge and Manufacturing Company*.

Of the Reverend *Robert McKenzie*, and others, of *Dalhousie, North Sherbrooke*, and *Levant*, County of *Lanark*; praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *London and Ontario Investment Company* (Limited); praying for the passing of an Act to remove doubts as to the meaning and effect of certain provisions in their Act of Incorporation.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, delivered to Mr. Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered) and is as followeth :—

LORNE.

The Governor General transmits to the House of Commons, an approved Minute in Council, appointing the Right Honourable Sir *John A. Macdonald*, Minister of the

Interior, the Honourable Sir *Leonard Tilley*, Minister of Finance, the Honourable Sir *Charles Tupper*, Minister of Railways and Canals, and the Honourable Sir *Hector Langevin*, Minister of Public Works, to act with the Speaker of the House of Commons, as Commissioners for the purposes and under the provisions of the Act 31 *Victoria*, Chapter 27, intituled: "An Act respecting the Internal Economy of the House of Commons; and for other purposes."

GOVERNMENT HOUSE,
OTTAWA, 1st March, 1883.

Mr. *Abbott*, from the Select Standing Committee on Banking and Commerce, presented to the House the First Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Bill to incorporate "The Central Bank of *Canada*," and have agreed to report the same, amended.

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the First Report of the said Committee, which was read, as followeth:—

The Committee would respectfully recommend that their Quorum be reduced to nine Members.

Mr. *White (Cardwell)*, from the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, presented to the House the First Report of the said Committee, which was read, as followeth:—

The attention of your Committee having been called to the fact, that the Contractor for the translation of the Debates, and some of his Assistants, are employés of the House, and receiving remuneration as such,—they recommend that no Contractor for the Debates, or any portion thereof, or any of his employés, shall be permitted to continue, or be on the Staff of the House.

Ordered, That Mr. *White (Cardwell)* have leave to bring in a Bill to incorporate "The Grange Trust (Limited)."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

On motion of Sir *Hector L Langevin*, seconded by Mr. *Blake*,

Ordered, That Mr. *Cook* be added to the Select Standing Committee on Banking and Commerce.

Ordered, That Mr. *McMillan (Vaudreuil)* be added to the Select Standing Committee on Railways, Canals and Telegraph Lines.

Ordered, That the name of Mr. *Brecken* be substituted for that of Mr. *Jenkins*, on all the several Select Committees on which Mr. *Jenkins'* name appears.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House,—Report of *A. H. Blackeby*, Commissioner appointed to inquire and report on the operation of the Laws regulating labour in the State of *Massachusetts*. (*Sessional Papers No. 16.*)

Also, a Report on Factories in *England*, and on the Continent of *Europe*. (*Sessional Papers, No. 16a.*)

On motion of Mr. *Hackett*, seconded by Mr. *Amyot*,

Ordered, That Mr. *Brecken* be substituted for Mr. *Jenkins* on the Select Committee appointed to consider the question of steam communication between *Prince Edward Island* and the Mainland in winter and summer.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill further to amend and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Tuesday next.

On motion of Sir *Leonard Tilley*, seconded by Mr. *Bowell*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting Banks.

The House accordingly resolved itself into the said Committee.

(*In the Committee.*)

Resolved, That it is expedient further to amend the Bank Act (34 *Victoria*, Chapter 5)—By providing for the more regular and earlier transmission of the certified list of Shareholders to Government, and imposing a penalty for contravention of such provision; and by imposing penalties,—on Banks allowing the amount of their notes in circulation to be in excess of that limited by law,—or holding a less amount of their cash reserves in Dominion notes than is required by law;—on Banks neglecting to make up their monthly returns within the time prescribed by law, or contravening any provision of Sections 40 or 43 or of the Sections 46 or 51 of the Bank Act; and by amending the form of the monthly returns and the provisions respecting parties unlawfully styling themselves Banks, or assuming any designation implying that they are acting as a chartered Bank.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Colby* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient further to amend the Bank Act (34 *Victoria*, Chapter 5)—By providing for the more regular and earlier transmission of the certified list of Shareholders to Government, and imposing a penalty for contravention of such provision; and by imposing penalties,—on Banks allowing the amount of their notes in circulation to be in excess of that limited by law,—or holding a less amount of their cash reserves in Dominion notes, than is required by law; on Banks neglecting to make up their monthly returns within the time prescribed by Law, or contravening any provision of Sections 40 or 43 or of the Sections 46 or 51 of the Bank Act; and by amending the form of the monthly returns and the provisions respecting parties unlawfully styling themselves Banks, or assuming any designation implying that they are acting as a chartered Bank.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill further to amend an Act intituled: "An Act relating to Banks and Banking," and the several Acts amending the same.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Tuesday next.

On motion of Mr. *Bowell*, seconded by Sir *Leonard Tilley*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting the Customs.

The House accordingly resolved itself into the said Committee.

(In the Committee.)

Resolved, That it is expedient to consolidate the various Acts respecting the Customs, and to amend the same, so as to make the various provisions consistent, and to remove doubts as to the construction of certain other provisions, and others necessary for better carrying out the principles embodied in the said Acts; and among other things:—

1. To give additional facilities and remedies for the collection of Customs duties, and penalties and forfeitures, and for the prevention of Smuggling and other frauds on the Revenue, and for the punishment of contraventions of the Customs Laws.

2. To provide for the granting of a rebate of duty upon damaged goods paying specific duties,

3. To specify the terms upon which bonds given for the due exportation of goods may be cancelled.

4. To make provision for the delivery of warehoused goods as ships' stores to vessels bound for and engaged in the deep-sea fisheries.

5. To provide for the punishment of persons unlawfully gaining access to or removing bonded goods in railway cars.

6. To make better provision for arriving at decisions with respect to seizures or detentions of goods and with respect to penalties and forfeitures, and to the terms for release of such goods or remission of such penalties or forfeitures.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Rykert* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to consolidate the various Acts respecting the Customs, and to amend the same, so as to make the various provisions consistent, and to remove doubts as to the construction of certain other provisions, and others necessary for better carrying out the principles embodied in the said Acts; and among other things:—

1. To give additional facilities and remedies for the collection of Customs duties, and penalties and forfeitures, and for the prevention of Smuggling and other frauds on the Revenue, and for the punishment of contraventions of the Customs Laws.

2. To provide for the granting of a rebate of duty upon damaged goods paying specific duties.

3. To specify the terms upon which bonds given for the due exportation of goods may be cancelled.

4. To make provision for the delivery of warehoused goods as ships' stores to vessels bound for and engaged in the deep-sea fisheries.

5. To provide for the punishment of persons unlawfully gaining access to or removing bonded goods in railway cars.

6. To make better provision for arriving at decisions with respect to seizures or detention of goods, and with respect to penalties and forfeitures, and to the terms for release of such goods or remission of such penalties or forfeitures.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *Bowell* have leave to bring in a Bill to amend and consolidate the Acts respecting the Customs.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Tuesday next.

A Bill to authorize the raising by way of loan of certain sums of money required for the Public Service was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the House in Committee on the Bill for the better prevention of fraud in relation to Contracts involving the expenditure of public moneys ;

Ordered, That the said Order be discharged.

Ordered, That the Bill be referred to a Select Committee composed of Messieurs *Casgrain, Amyot, Cameron (Huron), Costigan, Girouard (Jacques Cartier), Kilvert, Rykert, Tupper (Pictou), and Weldon.*

The Order of the Day being read, for the second reading of the Bill to amend the Law in reference to trial of cases before the County Judges' Criminal Court; The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Monday next.

The Order of the Day being read, for the second reading of the Bill to amend "The Consolidated Railway Act, 1879;"

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The House, according to Order, resumed the adjourned Debate on the Question which was, yesterday, proposed, That there be laid before this House, copies of all correspondence between any Member of this House or other persons and the Government, in relation to the Naturalization of *Germans*; also, in relation to German Immigration, the appointment of Emigrant Agents in *Germany*, and the affording of reliable information about *Canada* to intending Emigrants; also a copy of the Report and all correspondence with the *German* Delegates who visited the North-West Territories in 1831; And the Question being put :—It was resolved in the Affirmative.

Mr. *Fisher* moved, seconded by Mr. *Platt*, and the Question being proposed, That there be laid before this House, a Statement from the Records of the Census of 1881, shewing the number of males over twenty-one years of age, in each Electoral Division returning a Member to this House, as constituted at the time of the General Election of June last; And a Debate arising thereupon :—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Weldon*, seconded by Mr. *Davies*,

Ordered, That there be laid before this House, a Return of the advertisement for construction of the Breakwater at Port *Lorne, N.S.*, and the several tenders therefor; the party to whom the contract was awarded, and the amount of such contract.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee (St. John)*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return of the number of cases tried at each of the County Courts of the Counties of *Kings* and *Albert*, since the 1st of June, A.D., 1882, with the amount of verdicts and judgments entered thereon.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*St. John*),

Ordered, That there be laid before this House, a Return of all tenders submitted for the construction of the Freight Sheds and Warehouses at the Intercolonial Railway Depot, *St. John, N.B.*, for the foundations, brickwork, masonry, and other work connected therewith; the names of the several contractors, and the amount of each contract; the number and names of the Superintendents and Overseers of the work, and the amount paid for their services.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*St. John*),

Ordered, That there be laid before this House, a Return of the several amounts paid for damages for lands taken on *Mill* and *Pond* streets, in *St. John, New Brunswick*, for the Intercolonial Railway; the names of the Arbitrators appointed to appraise the land and the compensation paid to them; the several awards made by them, and the evidence upon which the same were founded, and the several parties to whom the amount of such awards was paid.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*St. John*),

Ordered, That there be laid before this House, a Return of the advertisement for the Contract of the building of a Steamer to replace the *Glendon*, the several tenders therefor, to whom the Contract was awarded, and the amount of such Contract.

On motion of Mr. *Weldon* seconded by Mr. *Burpee* (*St. John*),

Ordered, That there be laid before this House, a Return of the Tenders for the rebuilding of the Lighthouse at *Quaco, New Brunswick*, to whom the Contract was awarded, and the amount of such Contract.

On motion of Mr. *Cameron* (*Huron*), seconded by Mr. *Charlton*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return of all correspondence between the Judge, or any of the Judges, of the Maritime Court of the Province of *Ontario* and the Government, respecting the rules, practice and procedure of said Court, and the simplification thereof; and the fees and charges now taxable in said Court; also, copies of any amended rules, or proposed amended rules, since 1st January, 1882.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blondeau*, seconded by Mr. *Billy*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, Orders in Council and other documents, respecting a grant for the winter service performed on the *St. Lawrence*, between *Murray Bay* and *Rivière Ouelle*, by the steamer *Fulger*; also, a Statement of the sums paid, or to be paid, by the Dominion Government for that purpose.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

And then The House adjourned till Monday next.

Monday, 5th March, 1883.

PRAYERS.

Mr. Speaker laid before the House,—Lists of Shareholders of the Imperial Bank of Canada, as on the 15th February, 1883; of the Exchange Bank of Yarmouth, N.S., as on the 20th February, 1883; of the Banque St. Jean, as on the 10th February, 1883; and of the Ontario Bank, as on the 31st January, 1883, under the provisions of the Act 34 Victoria, Chapter 5, Section 12. (*Sessional Papers, No. 19.*)

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Beaty*,—The Petition of the *Toronto, Grey and Bruce* Railway Company.

By Mr. *Hay*,—The Petition of the Teachers of the *Church Street* School; the Petition of the Teachers of the *Borden Street* School; the Petition of the Teachers of the *Given Street* School; the Petition of the Teachers of *Parliament Street* School; the Petition of the Teachers of the *George Street* School; the Petition of the Teachers of the *Wellesley Street* School; the Petition of the Teachers of the *Victoria Street* School; the Petition of the Teachers of the *Phoebe Street* School, all of Toronto; the Petition of the Professors, Lecturers, and Teachers of the *Albert College, Belleville*; and the Petition of the Professors, Lecturers and Teachers of *Knox College, Toronto*.

By Mr. *Somerville (Bruce)*,—The Petition of the Reverend *Alexander Mackenzie* and others, of *Kinloss, County of Bruce*.

By Mr. *Hall*,—The Petition of the *Quebec Central* Railway Company.

By Mr. *Ross (Middlesex)*,—The Petition of *D. Bethune* and others, of *East Williams*.

By Mr. *Richey*,—The Petition of the *Nova Scotia* Auxiliary of the British and Foreign Bible Society.

By Mr. *Hawkins*,—The Petition of *C. Livingstone*, Mayor of *Dresden*, and others, of the Electoral Division of *Bothwell*.

By Mr. *Small*,—The Petition of the Municipal Council of the City of *Toronto*.

By Mr. *Tassé*,—The Petition of the Professors, Lecturers and Teachers of the Provincial Model and Normal Schools, *Ottawa*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John Chisholm* and others, of *Moose River*, and *Garden of Eden*; of the Reverend *Duncan B. Blair* and others, of *Barney's River, County of Pictou, Nova Scotia*; of *George Flemming* and others, of *Gay's River, County of Halifax, Nova Scotia*; of the Reverend *H. Dierlamm* and others, of *Zurich, County of Huron*; of the Reverend *John MacNabb* and others, of *Lucknow*; of *James Wilkie* and others, of *Ashfield and Huron*; of *James Moore* and others, of the Township of *Huron*; of *A. Ronald* and others, of *Minesing, County of Simcoe*; of *A. A. Scott* and others, of *Carleton Place and vicinity*; of *Robert Cavanagh* and others, of *Franktown and vicinity*; of *D. McDonald* and others, of *Carleton Place*; and of *Dugald Ferguson* and others, of *Beckwith*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Trustees of the Presbyterian Ministers', Widows' and Orphans' Fund, and of the Trustees of the Widows' and Orphans' Fund of the Presbyterian Church of the *Maritime Provinces*, in connection with the Church of *Scotland*; praying for the passing of an Act to amalgamate the said Funds.

Of the Members and Officers of the Orange Association of *British America*; praying for an Act of incorporation under the name of the Loyal Orange Association of *British America*.

Of the Municipal Council of the County of *Hastings*; praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may become law.

Of the *Ontario Pacific* Railway Company; praying for the passing of an Act empowering them to extend their line of Railway to *Sault Ste. Marie*, and for further amendments to their Act of incorporation.

Of *John J. McDonald* and others; praying for an Act of incorporation under the name of the *Pacific and Peace River* Railway Company.

Of *John J. McDonald* and others; praying for an Act of incorporation under the name of the *Atlantic, Pacific and Peace River* Telegraph Company.

Of *D. Blain* and others; praying for an Act of incorporation under the name of the *Edmonton and Peace River* Railway Company.

Of the Municipal Council of the County of *Wentworth*; praying that an Act may be passed providing for the adjustment of difficulties arising between Railway Companies and the public, respecting rates and charges.

Of the Board and Faculty of the School of Practical Science, *Toronto*; praying for the abolition of the duty on Books imported into *Canada*.

Of *Thomas Reynolds* of *London, England*, and others; praying for an Act of incorporation under the name of the Royal Canadian Passenger Steamship Company.

Of *J. Richardson* and others, of the County and Province of *Ontario*, Provisional Directors of the North-Western Bank; praying for the passing of an Act empowering them to change the name of the said Bank to that of the British Canadian Bank, and for further amendments to their Act of incorporation.

Of *Siméon Aucoin* and others; of *Henry Davis*, Mayor, and others, of *Gaspé* Basin; of *Francis Gassorie*, Mayor, and others, of *Gaspé Bay* North and *Sydenham*; and of *J. De St. Aubin*, N.P., and others, of *Matane*, County of *Rimouski*; severally praying that the Fishery Act may be so amended as to make the close season for fly fishing for salmon to correspond with the close season for net fishing.

Of the Northern, North-Western and *Sault Ste. Marie* Railway Company; praying for the passing of an Act empowering them to change the name of the said Company to that of the Northern and Pacific Junction Railway Company, to extend the time for the commencement and completion of work on said railway, and for further amendments to their Act of incorporation.

Of the Reverend *A. B. Lassyseraie* and others, of the Parishes of *St. Thomas de Pierreville* and *St. François du Lac*, County of *Yamaska*; praying that the fishermen of the said Parishes may be allowed to catch and use for bait, as heretofore, the small fish called the minnow.

Of *J. W. Dawson*, C.M.G., and Honourable *Pierre J. O. Chruveau*, and others, Members of the Royal Society of *Canada*; praying that scientific works and periodicals in foreign languages, and all transactions of scientific societies, may be admitted free of duty.

Of the *New Brunswick* Railway Company; praying for the passing of an Act empowering them to increase their capital stock, to purchase or lease other lines of Railway, and for other purposes.

Of the *New Brunswick* Auxiliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of *J. R. Barber*, General Superintendent of the *Cobourg, Peterborough* and *Marmora* Railway and Mining Company; praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of the Board of Management of the Free Library of *Toronto*; praying for the admission, free of duty, of works of learned authors and scientists, and of general reference, imported for Free Library purposes.

Of the Professors, Lecturers and Teachers of *Upper Canada* College; of the Professors, Lecturers and Teachers of the Baptist College; of the Teachers of the *Park Street* School; of the Teachers of the *Elizabeth Street* School; of the Teachers

of the *Bathurst Street* School; of the Teachers of the *Dufferin Street* School; of the Teachers of the *John Street* School; of the Teachers of the *Palace Street* School; and of the Teachers of the *Ryerson* School, all of *Toronto*; severally praying for the admission free of duty of at least two copies of each work, when imported for use of Colleges and Public Libraries.

Of the Great Eastern Railway Company; praying for certain amendments to their Act of incorporation.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House, the Fifth Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, *viz.*:—Of Messrs. *Wilson, Smythe* and *Muirhead*, Solicitors for *Peter Wood*, of the City of *Brantford*, and others; praying for an Act of incorporation under the name of the *Brant County Bank of Canada*;—of the Citizens Insurance Company of *Canada*; praying for the passing of an Act empowering them to reduce their paid up Capital Stock; and for other purposes;—of *D. B. Chisholm*, and others; praying for the passing of an Act to revive and amend the Acts 39 *Victoria*, Chapter 54, and 40 *Victoria*, Chapter 75, respecting the Union Assurance Company, of *Canada*, and to change the name of the said Company to that of the Crown Assurance Company of *Canada*;—of the *Chignecto* Marine Transport Railway Company (Limited); praying for the passing of an Act empowering them to increase their Capital Stock; and for other purposes;—of *Allan Macdonald*, and others, of the *North-West Territories*; praying for an Act of incorporation under the name of the *Wood Mountain, Qu'Appelle* and *Prince Albert* Railway Company;—and of the *London* and *Ontario* Investment Company (Limited); praying for the passing of an Act to remove doubts as to the meaning and effect of certain provisions in their Act of incorporation.

With respect to the Petition of *George Henry Nichols*, of the City of *New York*, and others, of *Canada*; praying for an Act of incorporation under the name of the Dominion Phosphate and Mining Company, your Committee find that the usual notice was given for the proper length of time, but it contains no mention of the latter portion of the prayer of the Petition, which seeks exemption from the operation of Clauses, seven, eight, nine and eighteen of the "*Canada* Joint Stock Companies "Clauses Act, 1869."

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Second Report of the said Committee, which was read, as followeth:—

The Committee have carefully examined the following documents, and recommend that they be printed, *viz.*:—

Return of the names and salaries of all persons appointed to, or promoted in, the Civil Service during the half-year ending 31st December, 1882. (No. 13a.)

Report of the Librarian on the state of the Library of Parliament. (No. 15.) (*Sessional Papers only.*)

Report of *A. H. Blackeby*, Commissioner, appointed to enquire into, and report upon the system of Laws regulating labour in the State of Massachusetts. (No. 16.) (*Senate.*)

Statement of name, rank, salary and allowance of each person superannuated, and the cause of superannuation, &c. (No. 21.)

Statement of payments for Unforeseen Expenses, from 1st July, 1882, to date. (No. 22.)

Statement of Governor General's Warrants issued since last Session of Parliament, &c., &c., on account of the fiscal years 1882 and 1883. (No. 26.)

Return to Address,—Correspondence touching the Canadian Extradition Act, and the suspension of the Imperial Act within Canada, &c. (No. 32.)

The Committee would also recommend that the following documents *be not printed, viz.:*—

Report of the Honourable *James Cockburn*, the Commissioner appointed to collect, examine and classify the Statutes of the Dominion of Canada. (No. 17.) (*Senate*.)

Statement of the expenditure of the Dominion Police, during the year 1882. (No. 18.)

Return to Address,—Correspondence between the Dominion Government and the Governments of *Ontario* and *Quebec*, from June 1st, 1882, relating to the Land Improvement Fund, and all the unsettled accounts with the said Provinces; also, Statement showing the present balance, if any, due to the said Provinces. (No. 20.)

Report of operations and expenses, "Census and Statistics," during the year 1882. (No. 24.)

Detailed Statement of all Bonds and Securities registered in the Department of the Secretary of State of *Canada*. (No. 25.)

Official Return of the distribution of the Dominion Statutes of *Canada*, being 45 *Victoria*, 1882. (No. 28.)

Return to Order,—Of receipts and expenditures in detail, chargeable to the Consolidated Fund from 1st July, 1882, to 1st February, 1883. (No. 30.)

Return to Order,—Statement of the number of Veterans of 1812 now surviving, the number who have died since 1875, and the number of widows of deceased Veterans who have applied for assistance. (No. 31.)

The Committee would also recommend that *W. H. Whillock* be appointed a Sessional Messenger in connection with the Printing Services of Parliament, *vice William Cairns*, resigned.

Mr. *McLelan*, a Member of the Queen's Privy Council, laid before the House,—Copies of Orders in Council, Instructions and Forms for Bounty Claims, submitted in compliance with the Act 45 *Victoria*, Chapter 18. (*Sessional Papers*, No. 37.)

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 21st February, 1883, for a list of the Returning Officers appointed for the General Election 1882, other than Registrars or Sheriffs, and the occupations and residences of such Officers, and a list of the Sheriffs and Registrars for the Districts in which such other Returning Officers were appointed. (*Sessional Papers*, No. 33.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 21st February, 1883; for copies of the Returns, annual and monthly, made by the *Banque de St. Jean*, since 1875, to the Government; also, for copies of the certificates granted by the Treasury Board to the said Bank on going into operation. (*Sessional Papers*, No. 34.)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd February, 1883, for a Return shewing the quantity, in Tons, of Coal exported from each port in *Nova Scotia* for the year ending June 30th, 1882; also, for the six months ending December 31st, 1882, and the Countries to which exported; also, quantities sent by Railway, and by water (separately), to any ports of *Quebec* and *Ontario*, naming places sent to. (*Sessional Papers*, No. 36.)

Mr. *Costigan*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 28th February, 1883, for a Return showing:—

- 1st. The Number of Licensed Tobacco Manufactories on the first day of February, 1883, in which Canadian Leaf is exclusively used;
- 2nd. The quantity of Canadian Leaf used in Tobacco Manufactories since the passing of the Inland Revenue Act of 1880, to 1st February, 1883;—and

3rd. The quantity of Cigars and Cavendish produced, respectively, since the 1st May, 1880, to 1st February, 1883, in manufactories in which Canadian Leaf is exclusively used. (*Sessional Papers, No. 35.*)

Ordered, That Mr. *Beaty* have leave to bring in a Bill to revive and amend certain Acts respecting "The Union Assurance Company of *Canada*, and to change the name of the Company to the "Crown Assurance Company of *Canada*."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Colby*,
Resolved, That this House doth concur in the First and Second Reports of the Joint Committee of both Houses on the Printing of Parliament.

Ordered, That Mr. *Beaty* have leave to bring in a Bill to incorporate the *Wood Mountain, Qu'Appelle* and *Prince Albert* Railway Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Cameron (Victoria)* have leave to bring in a Bill to incorporate the Dominion Phosphate and Mining Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Cameron (Victoria)* have leave to bring in a Bill to amend an Act respecting the *Credit Valley* Railway Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Cameron (Victoria)* have leave to bring in a Bill to amend the Act to incorporate the *Chignecto* Marine Transport Railway Company (Limited).

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Paterson (Brant)* have leave to bring in a Bill to incorporate the *Brant* County Bank of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That Mr. *Brecken* be substituted for Mr. *Jenkins* on the Committee appointed to assist Mr. Speaker in the direction of the Library of Parliament, so far as the interests of this House are concerned; and to act as a Member of the Joint Committee of both Houses on the Library.

Resolved, That a Message be sent to the Senate communicating to their Honours the foregoing Order.

Ordered, That the Clerk do carry the said Message to the Senate.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate "The Central Bank of *Canada*," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Coughlin* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill to incorporate the Bank of *London*, in *Canada*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to amend the Act incorporating the *Kingston and Pembroke* Railway Company, and the Act amending the same;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend and continue in force the Act incorporating the *Grafton* Harbour Company, and for other purposes;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,
Ordered, That Mr. *White (Renfrew)* be added to the Select Standing Committee on Banking and Commerce.

Ordered, That Messieurs *Dickinson* and *McIntyre* be added to the Select Standing Committee on Railways, Canals and Telegraph Lines.

Mr. *Carling*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Report of the Postmaster General, for the year ending 30th June, 1882. (*Sessional Papers, No. 3*)

On motion of Mr. *Kirk*, seconded by Mr. *Pickard*,
Ordered, That there be laid before this House, copies of all Papers, Reports of Engineers, Petitions and Correspondence relating to the building of a Breakwater at *Indian Harbour, Guysboro' County, Nova Scotia*.

On motion of Mr. *Kirk*, seconded by Mr. *Pickard*,
Ordered, That there be laid before this House, copies of all Papers, Reports of Engineers, Petitions and Correspondence relating to the building of a Breakwater at *New Harbour, Guysboro' County, Nova Scotia*.

On motion of Mr. *Blake*, seconded by Mr. *Burpee (St. John)*,
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House,—(1.) Copies of the official Memorandum of the Canadian *Pacific* Railway Company, dated December 12th, 1882, describing its position and prospects.

(2.) Of the advertisement published thereafter by the Company asking for subscriptions for its increased Capital Stock.

(3.) Of all Memoranda issued in connection therewith.

(4.) Statement showing the amount of the subscribed stock of the Company prior to the authorization for the increase of its Capital Stock from 25 to 100 millions of dollars, and of the amounts paid up on such subscribed stock with the date of each payment in cash, and also the amounts (if any) satisfied by the acquisition of property or otherwise, specifying in such case, the consideration therefor and the amount of stock given and the date.

(5.) Statement of the amounts paid out of the capital for interest on such Capital Stock, and the rate of such payment.

(6.) Statement of the facts as to the acquisition by the Company of the *Canada Central* Railway, and of the *Montreal, Ottawa, and Occidental* Railway, with dates.

(7.) Statement of the facts as to the acquisition by the Company of any interest in the *Credit Valley* Railway and the *Ontario* and *Quebec* Railway.

(8.) Statement of the various matters required to be returned under the Consolidated Railway Act, 1879, and amendments thereto, separately as to

1. The line of Railway provided for by the contract with the *Canadian Pacific* Railway Company, and

2. The branches and extensions built or acquired by the Company.

(9.) Statement of the total sum expended up to the 1st February, 1883, by the Company under their contract,—

1. For works of construction on the line contracted to be built by the Company as specified in the contract.

2. For rolling stock for the line of the *Canadian Pacific* Railway, as specified in the said contract.

3. For works of construction on extension and branches not embraced in the Railway specified by the contract.

4. For rolling stock for all extensions and branches not embraced in the Railway specified by the contract. And of the receipts of the Company up to the same date, on account of—

1. Cash subsidy.

2. Land grant bonds.

3. Bonuses.

4. Land sales or transactions not embraced in the operations connected with land grant bonds.

5. Number of acres of land subsidy.

6. Amounts of bonuses agreed for, though not paid.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

Mr. *Paint* moved, seconded by Mr. *Daly*, and the Question being proposed, That a Select Committee be appointed to take into consideration and report how Inter-Provincial trade may be best promoted, the earnings and enlarged traffic of the Intercolonial Railway be further increased by products from *Ontario* to *Quebec*, East to the Maritime Provinces and *Newfoundland*, and by returning freight; the said Committee to be composed of Messieurs *Paint*, *Mitchell*, *White* (*Cardwell*), *Burpee* (*St. John*), *Laurier*, *McCallum*, *Desjardins*, *Gunn* and *Richey*;

And Objection having been taken to the latter part of the Motion on the ground that no Notice had been given of the names to form the Committee.

Mr. Speaker decided that the Objection was well taken, and the Hon. Member could not add that part of the Motion without the unanimous consent of the House.

And the Question being put, That a Select Committee be appointed to take into consideration and report how Inter-Provincial trade may be best promoted, the earnings and enlarged traffic of the Intercolonial Railway be further increased by products from *Ontario* to *Quebec*, East to the Maritime Provinces and *Newfoundland*, and by returning freight:—It was resolved in the Affirmative.

On motion of Mr. *McIntyre*, seconded by Mr. *Yeo*,

Ordered, That there be laid before this House, a Return of all Reports, Papers and Documents bearing upon the Survey made in May and June last, of a proposed Branch line of Railway, between *Harmony* Station on the *Prince Edward Island* Railway, to *Elmira*, East Point of *Prince Edward Island*, together with a Statement of the cost of said Survey.

Mr. *Vanasse* moved, seconded by Mr. *Kilvert*, That the Appendix to the Report of the Select Committee appointed last Session, to enquire into the effects of the National Policy upon the Agricultural Interests of the Dominion of *Canada*, be

printed: And the said Motion was, in conformity with the 44th Rule, referred to the Joint Committee of both Houses on the Printing of Parliament.

On motion of Mr. *Bergeron*, seconded by Mr. *Massue*,

Ordered, That there be laid before this House, a Statement for the fiscal years 1873-4, 1874-5, 1877-8 and 1878-9, as to persons employed in any of the Departments whose remuneration was charged to Public Works in connection with which they were employed; giving, 1st, the name; 2nd, the date of first employment; 3rd, the remuneration; 4th, the nature of the service; 5th, the Works to which the remuneration was charged, with the amount charged to each Work.

And then The House adjourned till To-morrow.

Tuesday, 6th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Davies*,—The Petition of *J. S. Carrell* and others.

By Mr. *Innes*,—The Petition of the Board of Management of the Free Library of *Guelph*.

By Mr. *Bergeron*,—The Petition of the Canadian Electric Light Company.

By Mr. *McMillan* (*Huron*),—The Petition of the Reverend *A. D. McDonald* and others, of *Seaforth*.

By Mr. *Cameron* (*Victoria*),—The Petition of *J. S. Dennis* and others; and the Petition of *Robert Doull* and others.

By Mr. *Yeo*,—The Petition of the *Prince Edward Island* Auxiliary of the British and Foreign Bible Society.

By Mr. *Cameron* (*Huron*),—The Petition of *William Matheson* and others, of *Ashfield* and *Huron*.

By Mr. *Paint*,—The Petition of *William Urquhart*, J.P., and others, of *Sporting Mountain*; and the Petition of *Donald Campbell* and others, of *West Bay, Cape Breton*.

By Mr. *Allison*,—The Petition of *Alfred B. Dickie* and others, of *Milford, Nova Scotia*.

By Mr. *Macmaster*,—The Petition of *Malcolm A. McRae* and others, of *Kenyon, Glengarry*.

By Mr. *Colby*,—The Petition of *John McDougall* and others,

By Mr. *Hesson*,—The Petition of *John G. Mitchell* and others, of *Molesworth*; and the Petition of *Joseph Davidson* and others, of *Trowbridge* and vicinity.

By Mr. *Williams*,—The Petition of the Professors, Lecturers, and Teachers of *Trinity College School, Port Hope*.

By Mr. *Carling*,—The Petition of the *Western Ontario* Auxiliary of the British and Foreign Bible Society, representing sixty-three Branch Societies.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House, the following copies of contracts for the Canadian *Pacific Railway*, in terms of Section 19 of the Act 37 *Victoria*, Chapter 14:—

Articles of agreement entered into between *Horton* and Son, and Her Majesty Queen *Victoria*, represented by the Minister of Railways and Canals, for the supply

of 72 tons of Iron Bolts and Nuts, for the *Canada Pacific Railway* (Contract No. 94.) (*Sessional Papers, No. 27i.*)

Articles of agreement entered into between *Bayliss, Jones and Bayliss*, and Her Majesty Queen *Victoria*, represented by the Minister of Railways and Canals, to supply Bolts, Nuts and Spikes for the *Canada Pacific Railway* (Contract No. 95.) (*Sessional Papers, No. 27i.*)

Articles of agreement entered into between *Guest and Company*, and Her Majesty Queen *Victoria*, represented by the Minister of Railways and Canals, to supply Steel Rails and Steel Fish Plates, for the *Canadian Pacific Railway* (Contract No. 94.) (*Sessional Papers, No. 27i.*)

Articles of agreement entered into between *John McDonald*, and Her Majesty Queen *Victoria*, represented by the Minister of Railways and Canals, to construct six combined Passenger and Freight Buildings on 42nd contract, *Canadian Pacific Railway* (Contract No. 97.) (*Sessional Papers, No. 27i.*)

Articles of agreement between *Colin Nicol Black*, and the Minister of Railways and Canals, to supply 30,000 Tamarac Ties 8' 0" x 7" x 6" at 25 cts. each, for the *Canadian Pacific Railway* (Contract No. 98.) (*Sessional Papers, No. 27i.*)

On motion of Mr. *White (Renfrew)*, seconded by Mr. *Williams*,
Ordered, That the Select Standing Committee on Immigration and Colonization have leave to employ a Short-hand Reporter, to take down such evidence as the Committee may deem necessary.

On motion of Mr. *Ross Middlesex*, seconded by Mr. *Charlton*,
Ordered, That the Statements contained on pages 28 and 29 of the Report of the Secretary of State, referring to printing work done by others than the contractors, be referred to the Select Standing Committee on Public Accounts.

Ordered, That Mr. *Hay* have leave to bring in a Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company (Limited)*.

He accordingly presented the said Bill to the House, and the same was received and read the first time, and ordered to be read a second time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Criminal Law, and to extend the provisions of the Act respecting offences against the person, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Weldon* reported, That the Committee had had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be taken into consideration on Thursday next; and be re-printed.

The Order of the Day being read, for the House in Committee on the Bill to amend the Law in reference to trial of cases before the County Judges Criminal Court;

Ordered, That the said Order be discharged.

Ordered, That the Bill be referred to a Select Committee composed of Messieurs. *Robertson (Hamilton), Brecken, McCarthy, Rykert, Fleming, Amyot, Hall, Baker (Missisquoi), Ives, Ouimet, Coursol, and Wood (Brockville)*, with power to consider and report to the House upon the present system of speedy and summary trials in certain cases of persons charged with felonies and misdemeanours.

The Order of the Day being read, for the second reading of the Bill for the Discharge of Past Insolvents;

Mr. *Beaty* moved, seconded by Mr. *Kranz*, and the Question being proposed, That the Bill be now read a second time;
 And a Debate arising thereupon;
 On motion of Mr. *White* (Cardwell), seconded by Mr. *Colby*,
Ordered, That the Debate be adjourned.

The Order of the Day being read, for the second reading of the Bill to provide for the punishment of Adultery, Seduction and like offences;

The Bill was accordingly read a second time; and referred to a Select Committee composed of Messieurs *Charlton*, *Girouard* (*Jacques Cartier*), *Patterson* (*Essex*), *Cameron* (*Huron*), *Scriver*, *Ives*, *Colby*, *Beaty* and *Wood* (*Brockville*).

The Order of the Day being read, for the second reading of the Bill respecting Carriers by Land;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Monday next.

The Order of the Day being read, for the second reading of the Bill to further amend the Act thirty-seventh *Victoria*, Chapter fifty, respecting permanent Building Societies in *Ontario*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to amend the Criminal Law and to declare it a misdemeanour to leave unguarded and exposed holes, openings, &c., in the ice on any navigable or frequented water;

The Bill was accordingly read a second time; and referred to the Select Committee on the Bill to provide that persons charged with misdemeanour shall be competent as Witnesses.

The Order of the Day being read, for the second reading of the Bill to amend "The Consolidated Railway Act, 1879";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Platt*, seconded by Mr. *Springer*,

Ordered, That there be laid before this House, copies of correspondence, Petitions, Reports of Surveys, and Reports and recommendations of Inspectors, and others, relative to the establishment, location, character of apparatus to be used, and mode of management of Life Saving Stations at dangerous points on coast of *Lake Ontario*, or other waters, together with such other Reports upon the construction and operation of Life Saving Stations in other Countries, as may be in the possession of the Government.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*Sunbury*),

Ordered, That there be laid before this House, a Return of casualties to trains on the Intercolonial Railway arising from collision, broken rails or otherwise, where no loss of life or personal injuries occurred, from March 1st, 1882, to July 1st, 1882; also, from July 1st, 1882, to March 1st, 1883; with the respective causes and dates and the amount of damage (if any) in each case, to property, and amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property, if any, unsettled.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*Sunbury*),

Ordered, That there be laid before this House, a Return of the instructions issued to the Inspectors and other officers of the Fisheries, as to the enforcement of the

Order in Council of June 11th, 1879, whereby Fishing for salmon in the Dominion of Canada, excepting under the authority of lease or license from the Department of Marine and Fisheries, was prohibited, the number of seizures and informations laid before Justices of the Peace against parties fishing without such lease or license; the number of convictions obtained. Also, a Statement of suits brought against Fishery Officers for trespass and assault, in endeavoring to enforce the said Order in Council, and the amount of damages (if any) recovered in each case.

On motion of Mr. *McDonald (Cape Breton)*, seconded by Mr. *Dodd*,
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence between the Government of Nova Scotia, and the Departments of Railways and of Public Works, respecting the transfer of the Branch line of Railway between *Truro* and *Pictou*, and all correspondence with the *Halifax* and *Cape Breton* Railway and Coal Company, respecting Eastern Extension Railway matters in *Nova Scotia*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Robertson (Shelburne)*, seconded by Mr. *Ray*,
Ordered, That there be laid before this House, a Return shewing the amount paid out of the appropriation of \$150,000 made last Session of Parliament "to aid in the development of the Sea Fisheries;" the amounts paid to each person or vessel, and their names; the name or names of the persons appointed to distribute the same and their compensation; copies of all instructions given to such persons as to the distribution of the Fund, and copies of all correspondence connected therewith.

And then The House adjourned till To-morrow.

Wednesday, 7th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Innes*,—The Petition of the Professors, Lecturers and Teachers of the *Galt* Collegiate Institute.

By Mr. *Catudal*,—The Petition of the *Napierville* Junction Railway and Quarry Company.

By Mr. *Robertson (Hamilton)*,—The Petition of the Great Western and *Lake Ontario* Shore Junction Railway Company.

By Mr. *Hall*,—The Petition of *Charles P. Mallocks*, of the City of *Portland*, and others, of the State of *Maine, United States*.

By Mr. *Ross (Lisgar)*,—The Petition of *C. B. Pitblado* and others.

By Mr. *Beaty*,—The Petition of the Professors, Lecturers and Teachers of the Collegiate Institute, *Toronto*.

By Mr. *Small*,—The Petition of the Teachers of the *Winchester Street* School, *Toronto*.

By Mr. *Hay*,—The Petition of the Professors, Lecturers and Teachers of *St. Michael's* College, *Toronto*.

By Mr. *Hawkins*,—The Petition of *G. Mitchell*, M. D., and others, of the Town of *Wallaceburg* and vicinity.

By Mr. *Abbott*,—The Petition of *William Van Duzen Lawrence* and others.

By Mr. *Bossé*,—The Petition of the *Quebec and Lévis Ferry Company* and others, Steamboat Owners, of *Quebec* and *Lévis*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the *Toronto, Grey and Bruce Railway Company*; and of the *Quebec Central Railway Company*; severally praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of the Teachers of the *Church Street School*; of the Teachers of the *Borden Street School*; of the Teachers of the *Given Street School*; of the Teachers of the *Parliament Street School*; of the Teachers of the *George Street School*; of the Teachers of the *Wellesley Street School*; of the Teachers of the *Victoria Street School*; of the Teachers of the *Phoebe Street School*, all of *Toronto*; of the Professors, Lecturers and Teachers of the *Albert College, Belleville*; of the Professors, Lecturers and Teachers of *Knox College, Toronto*; and of the Professors, Lecturers and Teachers of the Provincial Normal and Model Schools, *Ottawa*; severally praying for the admission, free of duty, of at least two copies of each work, when imported for use of Colleges and Public Libraries.

Of the Reverend *Alexander Mackenzie* and others, of *Kinloss, County of Bruce*; and of *D. Bethune* and others, of *East Williams*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *Nova Scotia Auxiliary of the British and Foreign Bible Society*; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of the Municipal Council of the City of *Toronto*; praying for the admission, free of duty, of at least two copies of each work imported for Free Library purposes.

Of *C. Livingstone*, Mayor of *Dresden*, and others, of the Electoral Division of *Bothwell*; praying for the adoption of such measures as will cause the removal of certain obstructions in the East Branch of the River *Sydenham*.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Sixth Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, viz.:—Of the Trustees of the Presbyterian Ministers', Widows' and Orphans' Fund, and of the Trustees of the Widows' and Orphans' Fund of the Presbyterian Church of the Maritime Provinces in connection with the Church of *Scotland*; praying for the passing of an Act to amalgamate the said Funds;—of *Thomas Reynolds*, of *London, England*, and others; praying for an Act of incorporation under the name of the Royal Canadian Passenger Steamship Company;—of *John Thomas Manners* and others; praying for an Act of incorporation under the name of the *St. Lawrence Bridge and Manufacturing Company*;—of the *Montreal, Ottawa and Western Railway Company*; praying for the passing of an Act empowering them to extend their Railway by way of the Township of *Maniwaki*, to a point of junction with the Canadian *Pacific Railway*, to purchase certain other Railways, to construct Branch Railways, and to change their name to that of the *Nominique Railway Company*;—of the *Ontario Pacific Railway Company*; praying for the passing of an Act empowering them to extend their line of Railway to *Sault Ste. Marie*; and for further amendments to their Act of incorporation;—of the Great Eastern Railway Company; praying for certain amendments to their Act of incorporation;—of the Members and Officers of the Orange Association of *British America*; praying for an Act of incorporation under the name of the Loyal Orange Association of *British America*;—of *John J. Macdonald*, and others; praying for an

Act of incorporation under the name of the *Atlantic, Pacific and Peace River Telegraph Company*;—of *D. Blain*, and others; praying for an Act of incorporation under the name of the *Edmonton and Peace River Railway Company*;—of *John J. Macdonald*, and others; praying for an Act of incorporation under the name of the *Pacific and Peace River Railway Company*;—of the *Atlantic and North-West Railway Company*; praying for the passing of an Act to extend their corporate powers; and for further amendments to their Act of incorporation;—of *A. J. Cattanach*, and others; praying for the passing of an Act incorporating them as a Company for the purpose of introducing and utilizing the invention known as “the *Faure Electric Accumulator*,” throughout the Dominion; of the *Portage, Western and North-Western Railway Company*; praying for the passing of an Act empowering them to change the name of the said Company, to that of the *Great Northern Railway Company of Canada*, to increase its issue of Bonds; and for further amendments to their Act of incorporation,—and of the *New Brunswick Railway Company*; praying for the passing of an Act empowering them to increase their Capital Stock, to purchase or lease other lines of Railway, and for other purposes.

Mr. Bowell, a Member of the Queen’s Privy Council, presented,—Return to an Order of this House, dated 19th February, 1883; for a Statement shewing the number of seizures made at each Port of Entry in the Dominion during the last fiscal year, and also, during the six months ending the 31st December last,—the amount of fines exacted at each port during each of the said periods, and the manner in which the said fines are disposed of, giving the names of the officers receiving any portion thereof, and the amount received by each of such officers from said fund. (*Sessional Papers, No. 38.*)

Ordered, That *Mr. Bossé* have leave to bring in a Bill to incorporate the *Quebec and James’ Bay Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Mitchell* have leave to bring in a Bill to incorporate the *Royal Canadian Passenger Steamship Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Dawson* have leave to bring in a Bill to incorporate the *Edmonton and Peace River Railway and Navigation Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Weldon* have leave to bring in a Bill further to amend the Acts relating to the *New Brunswick Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. White (Cardwell)* have leave to bring in a Bill to amend the several Acts incorporating the *Portage, Westbourne and North-Western Railway Company* and to change the name thereof to the “*Great Northern Railway Company of Canada.*”

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Colby* have leave to bring in a Bill to amend the Act incorporating the *Atlantic and North-West Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. Wells have leave to bring in a Bill to facilitate the Naturalization of Aliens, 1883.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. Robertson (*Hamilton*), seconded by Mr. McDonald (*Cape Breton*),

Ordered, That Mr. Cameron (*Huron*) be added to the Select Committee on the Bill to amend the Law in reference to trial of cases before the County Judges' Criminal Courts.

On motion of Mr. Hackett, seconded by Mr. Brecken,

Ordered, That the Select Committee appointed to consider the question of Steam communication between *Prince Edward Island* and the Mainland in winter and summer, have leave to employ a Short-hand Reporter to take down such evidence as the Committee may deem necessary.

On motion of Mr. Gagné, seconded by Mr. Fréchette,

Ordered, That there be laid before this House, copies of all Reports, Plans, Correspondence and other documents in relation to the construction of a Wharf or Pier at *Ste. Anne*, on the River *Saguenay*, in the County of *Chicoutimi*.

On motion of Mr. Blake, seconded by Mr. Burpee (*St. John*),

Ordered, That there be laid before this House, copies of all correspondence and Memorials relating to the claims of the inhabitants of *Prince Albert*, and the neighbouring districts in the *North-West Territories*, in respect of the lands they occupy, and to other matters affecting their condition.

On motion of Mr. Wilson, seconded by Mr. Forbes,

Ordered, That there be laid before this House, a copy of advertisement asking for tenders for the removal and rebuilding of the Drill Shed in the City of *St. Thomas, Ontario*; also, of tenders received, marking the one accepted, with Statement of total cost of work done.

On motion of Mr. Casey, seconded by Mr. Wilson,

Ordered, That there be laid before this House, a copy of contract for the building of the Drill Shed at *Iona, Ontario*, with Report of inspection of the same, and of all correspondence or Reports in regard to the payment of the contractor, and Statement of all sums paid to him on account of such contract.

On motion of Mr. Casey, seconded by Mr. Wilson,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence with, and Petitions from municipalities referring to the appointment of Dominion Bailiffs, to convey prisoners from the County Gaols to the Penitentiaries.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. Wilson, seconded by Mr. Casey,

Ordered, That there be laid before this House, a Statement shewing the cost *per capita* of conveying prisoners from the County Gaols to the Penitentiaries, in the years 1880-81 and 1881-82.

Mr. *Ross (Middlesex)* moved, seconded by Mr. *Charlton*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return shewing the claims settled by the Commissioners appointed to settle disputed claims on the Intercolonial Railway since last Report; with such other information as would shew the progress made towards a final settlement with all contractors whose claims have been submitted for adjudication; And a Debate arising thereupon:— The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Grandbois*, seconded by Mr. *Riopel*,

Ordered, That there be laid before this House, copies of all correspondence in relation to the erection of Semaphores on the wharf at *River du Loup*, in the County *Temiscouata*, and on the *Brandy Pots*.

On motion of Mr. *Paint*, seconded by Mr. *Daly*,

Ordered, That Messieurs *Mitchell, Paint, White (Cardwell), Burpee (St. John), Laurier, McCallum, Farrow, Desjardins, Gunn, and Richey* do compose the Select Committee on Inter-Provincial trade, ordered by this House on Monday the 5th of March instant.

On motion of Mr. *Cameron (Huron)*, seconded by Mr. *Weldon*,

Ordered, That there be laid before this House, copies of all correspondence and Reports relating to the *Charybdis*, not already brought down; a detailed Statement of all expenditure incurred in connection with said vessel; also, all correspondence relating to the sale by the Government, of said vessel, or the transfer and delivery thereof to the Imperial Government, or to any one representing such Government; also, a detailed Statement of the employment of said vessel since the acceptance thereof by the Dominion Government, and how now employed or where stationed.

On motion of Mr. *Rykert*, seconded by Mr. *Colby*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council affecting the following items in the Public Accounts, for the fiscal year ended 30th June, 1882:

Part II, page 204,— <i>Citizen Printing and Publishing Company</i> :—		
For Printing and Binding Budget Speech.....	\$	732 00
do do in French..		839 75
<i>L. J. Demers & Son</i> :—		
Translating into French and printing Sir <i>Charles Tupper's</i> Speech on the Canadian <i>Pacific</i> Railway Policy.....		816 35
Page 206.— <i>W. A. Baldwin, M.D.</i> :—		
For Professional Services in <i>Keewatin</i> in 1877, during Smallpox epidemic.....		633 33
Page 207.— <i>Justice A. Polette</i> :—		
For Services as Commissioner on Canadian <i>Pacific</i> Railway Commission in 1873.....		1,625 00
Page 208.— <i>L. J. Demers, & Bro.</i> :—		
Payment on account of printing in French, evidence taken before Canadian <i>Pacific</i> Railway Commission.....		1,000 00
<i>A. Audet</i> :—		
Translating do.....		2,406 25
<i>S. Stephenson</i> :—		
Printing Report and Evidence of Canadian <i>Pacific</i> Railway Commission.....		6,646 23

Page 210.— <i>North-West Mounted Police</i> :—	
On account of Governor General's trip.....	\$ 10,982 84
Hon <i>J. Cockburn</i> , 12 months' salary Consolidation of Statutes.....	3,999 97
<i>A. Ferguson</i> , do do	999 97
Pages 221-227.—Advertising Accounts.	
Page 229.—For Indians <i>British Columbia</i> :—	
General Expenses.....	22,744 10
Reserve Commission.....	10,145 60
Surveys.....	7,444 05
For Indians, <i>Manitoba</i> and <i>North-West Territories</i> :—	
Supplies for Destitute	563,151 80
General Expenses.....	84,921 09
Page 230.— <i>La Minerve</i> Printing Company :—	
For Translating Report on Canals.....	1,522 73
Page 232. do do	1,850 00
Page 235.—Hon. <i>J. Cockburn</i> :—	
Payment in full to <i>Marshall Wood</i>	12,215 50
<i>Veale & Adams</i> , Work performed on contract.	1,100 00
<i>J. Goodwin</i> , do do	5,359 46
Page 236.—Sir <i>Charles Tupper</i> , on account of Expenses to <i>England</i>	
	500 00
Page 242.—Intercolonial Railway, Repairs to Car <i>Keewatin Pullman</i> Palace Car Company, Car for His Excellency the Governor General.....	
	800 00
Page 243.— <i>Pembina</i> Branch.....	
	17,478 21
Pages 243, 4.—Canadian <i>Pacific</i> Railway, <i>British Columbia</i> , excluding Payments made to <i>Onderdonk</i>	
	1,695,980 16
Page 244.— <i>Prince Arthur's Landing</i> and <i>Kaministiquia</i> Railway, Balance of Purchase Money.....	
	2,000 00
Page 251.— <i>J. A. MacDonell</i> :—	
Professional Services	603 90
Page 295.— <i>St. Boniface</i> Hospital	
	1,786 20
<i>R. D. Dunn</i> , <i>Welland</i> Canal :—	
Sundry Disbursements for Labour.....	3,957 20
Part III, page 69.— <i>J. G. Baker & Company</i> , Supplies	
	251,605 77
<i>D. W. Davis</i> , Supplies.....	27,716 23

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Rykert*, seconded by Mr. *Colby*,
 Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council affecting the following items in the Statement of payments charged to Unforeseen Expenses, which statement was referred to the Select Standing Committee on Public Accounts on the 23rd February, 1883:

July 12th, 1882, <i>La Banque Nationale</i> , to pay Hon. <i>H. Fabre</i> , salary for quarter ending 30th September, 1882.....	\$ 625 00
September 30th, 1882, Hon. <i>H. Fabre</i> , salary to 31st January, 1883.....	759 40
September 9th, 1882, <i>Samuel Keefer</i> , and others, Canadian <i>Pacific</i> Railway Commission	16,821 49
September 25th, 1882, <i>W. Lukes</i> account, expenses in <i>Europe re</i> Factories.....	300 00

September 27th, 1882, Bank of <i>Montreal, London,</i> Cheques of Sir <i>A. T. Galt</i> in favour of <i>W. Lukes</i> ...	\$ 365 00
December 21st, 1882, <i>A. H. Blackeby</i> , account for ex- penses in re Factories in <i>Massachusetts</i>	300 00
September 27th, 1882, <i>J. B. Hurlburt</i> , 50 copies, work on Protection and Free Trade.....	100 00
October 28th, 1882, Sir <i>John Rose</i> , for payment to Sir <i>A. T. Galt</i> in re <i>Aspey Bay</i> affair.....	730 00
November 18th, 1882, Hon. Provincial Secretary and Treasurer, <i>Prince Edward Island</i> , expenditure for Penitentiary convicts from 1st July, 1873, to 31st December, 1879.....	4,075 20

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Rykert*, seconded by Mr. *Colby*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council affecting the following items in the Statement of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83, which Statement was referred to the Select Standing Committee on Public Accounts on the 23rd February, 1883:

Indians <i>Manitoba</i> and <i>North-West Territories</i> —	
To complete payments for the year.....	\$202,371 14
Dominion Lands Capital Account—	
To complete payments for the year.....	100,000 00
Civil Government Contingencies—	
To complete payments for the year.....	20,000 00
Post Office—	
To complete payments for the year.....	20,000 00

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Rainy River Improvement Company*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to grant certain powers to the *Acadia Powder Company*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to amend an Act to incorporate the *Missionary Society of the Wesleyan Methodist Church in Canada*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Grange Trust (Limited)*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to revive and amend certain Acts respecting the Union Assurance Company of Canada, and to change the name of the Company to the "Crown Assurance Company of Canada";
The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Wood Mountain, Qu'Appelle and Prince Albert Railway Company*;
The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

And then The House adjourned till To-morrow.

Thursday, 8th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *White (Cardwell)*,—The Petition of the Grand Trunk Railway Company of Canada; and the Petition of *William Wilson*, and others, Members and Officers of the Orange Association of British America.

By Mr. *Sproule*,—The Petition of *Peter Nicholson*, of the Village of *Prince Arthur's Landing*, in the District of *Algoma*, Dominion of *Canada*, Collector of Customs.

By Mr. *Kranz*,—The Petition of *A. M. Hamilton*, and others, of *Woolwich*, County of *Waterloo*.

By Mr. *Beaty*,—The Petition of *James Bennett*, and others, Members and Officers of the Loyal Orange Association of British America.

By Mr. *McMillan (Huron)*,—The Petition of the Reverend *William Berberich*, and others, of the Township of *Hay*, County of *Huron*.

By Mr. *Tyrwhitt*,—The Petition of *Joseph Wise*, Provincial Grand Master, and others, Members and Officers of the Loyal Orange Association of the Dominion of *Canada*.

By Mr. *O'Brien*,—The Petition of *David Marshall*, and others, Members and Officers of the Orange Association of British America.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *J. S. Carrell* and others; praying for an Act of incorporation under the name of the Canadian Rapid Telegraph Company (Limited).

Of the Board of Management of the Free Library of *Guelph*; praying for the admission, free of duty, of works of learned authors and scientists, and of general reference, imported for Free Library purposes.

Of the Canadian Electric Light Company; praying for the passing of an Act to impose penalties on persons injuring or obstructing their works, to confer upon the Company the right to exact tolls for the use of rivers and waters improved by them, and other powers incident to the operations of the Company.

Of the Reverend *A. D. McDonald* and others, of *Seaforth*; of *William Matheson* and others, of *Ashfield* and *Huron*; of *William Urquhart, J. P.*, and others, of *Sporting*

Mountain; of *Donald Campbell* and others, of *West Bay, Cape Breton*; of *Alfred B. Dickie* and others, of *Milford, Nova Scotia*; of *Malcolm A. McRae* and others, of *Kenyon, Glengarry*; of *John G. Mitchell* and others, of *Molesworth*; and of *Joseph Davidson* and others, of *Trowbridge* and vicinity; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of *J. S. Dennis* and others; praying for an Act of incorporation under the name of the *Great North-Western Railway Company of Canada*.

Of *Robert Doull* and others; praying for an Act of incorporation under the name of the *Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company*.

Of the *Prince Edward Island* Auxiliary of the *British and Foreign Bible Society*; and of the *Western Ontario* Auxiliary of the *British and Foreign Bible Society*, representing sixty-three Branch Societies; severally praying for the abolition of the duty on the importation of the *Sacred Scriptures*.

Of *John McDougall* and others; praying for an Act of incorporation under the name of the *Cumberland Coal and Railway Company*.

Of the Professors, Lecturers and Teachers of *Trinity College School, Port Hope*; praying for the admission, free of duty, of at least two copies of each work when imported for use of Colleges and Public Libraries.

Mr. Abbott, from the Select Standing Committee on Banking and Commerce, presented to the House the Second Report of the said Committee, which was read, as followeth:—

Your Committee have considered the following Bills, and have agreed to report the same, as follows, *viz.*:—

Bill to incorporate the *Manitoba* and *North-Western Fire Insurance Company*, with several amendments.

Bill respecting the "*Crédit Foncier Franco-Canadien*," without any amendment.

Mr. Cameron (Huron), from the Select Committee on the Bill to provide that persons charged with misdemeanour shall be competent as Witnesses, and other references, presented to the House the Report of the said Committee, which was read, as followeth:—

The Committee to whom were referred the Bill to provide that persons charged with misdemeanour shall be competent as Witnesses,—the Bill to amend an Act respecting procedure in Criminal cases, and other matters relating to Criminal Law,—the Bill to amend the Law of Evidence in Criminal cases,—and the Bill to amend the Criminal Law, and to declare it a misdemeanour to leave unguarded and exposed holes, openings, &c., cut in the ice on any navigable or frequented water, report that they have consolidated the four Bills in one, which is hereby reported with several amendments.

Sir Charles Tupper, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd February, 1883, for a Return shewing the quantity of Rolling Stock purchased for the *Intercolonial Railway*, during the year ending December 31st, 1882; giving each kind of Rolling Stock, and whether purchased under contract or otherwise, the parties from whom bought and the cost of each kind; also, a Statement shewing what has been built during the year in the Government workshops, giving each kind. (*Sessional Papers, No. 40.*)

And also, Return to an Order of this House, dated 23rd February, 1883; for a Statement of the Revenue and working expenses of the *Intercolonial Railway*, accrued for the six months of each year ending December 31st, 1880, 1881 and 1882, under the several divisions; similar to Annual Statement B., *I. C. Railway*, in the Public Accounts. (*Sessional Papers, No. 40a.*)

Sir John A. Macdonald, a Member of the Queen's Privy Council, laid before the House,—Regulations for the disposal of Coal Lands, approved by His Excellency the

Administrator of the Government in Council, on the 2nd March, 1883, substituted for those of the 17th December, 1881. (*Sessional Papers, No. 36a.*)

Sir Leonard Tilley, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 7th March, 1883, for copies of all Orders in Council affecting the following items in the Public Accounts, for the fiscal year ended 30th June, 1882:—

Part II, page 204.— <i>Citizen Printing and Publishing Company</i> :—	
For Printing and Binding Budget Speech.....\$	732 00
do do do in French.....	839 75
<i>L. J. Demers & Son</i> :	
Translating into French and printing Sir Charles Tupper's Speech on the Canadian Pacific Railway Policy.....	816 35
Page 206.— <i>W. A. Baldwin, M.D.</i> :—	
For Professional Services in <i>Keewatin</i> in 1877, during Smallpox epidemic.....	653 39
Page 207.— <i>Justice A. Polette</i> :—	
For services as Commissioner on Canadian Pacific Railway Commission in 1873.....	1,625 00
Page 208.— <i>L. J. Demers & Bro</i> :—	
Payment on account of printing in French, evidence taken before Canadian Pacific Railway Commission.....	1,000 00
<i>A. Audet</i> :—	
Translating do.....	2,406 25
<i>S. Stephenson</i> :	
Printing Report and Evidence of Canadian Pacific Railway Commission.....	6,646 33
Page 210.— <i>North-West Mounted Police</i> :—	
On account of Governor General's trip.....	10,982 84
<i>Hon. J. Cockburn</i> , 12 months' salary Consolidation of Statutes.....	
	3,999 97
<i>A. Ferguson</i> do do	999 97
Pages 221, 227.—Advertising Accounts.	
Page 229.—For Indians, <i>British Columbia</i> :—	
General Expenses.....	22,744 10
Reserve Commission.....	10,145 60
Surveys.....	7,444 05
For Indians, <i>Manitoba</i> and <i>North-West Territories</i> :—	
Supplies for Destitute.....	563,151 80
General Expenses.....	84,921 09
Page 230.— <i>La Minerve Printing Company</i> :—	
For Translating Report on Canals.....	1,522 73
Page 232. do do	1,850 00
Page 235.— <i>Hon. J. Cockburn</i> :—	
Payment in full to <i>Marshall Wood</i>	12,215 50
<i>Veale and Adams</i> , Work performed on contract.....	1,100 00
<i>J. Goodwin</i> , do do	5,359 46
Page 236.— <i>Sir Charles Tupper</i> , on account of Expenses to <i>England</i>	
	500 00
Page 242.— <i>Intercolonial Railway</i> , Repairs to Car <i>Keewatin</i>	
	1,935 73
Pullman Palace Car Company, Car for His Excellency the Governor General.....	800 00
Page 243.— <i>Pembina Branch</i>	
	17,478 21

Pages 243, 4.—Canadian Pacific Railway, <i>British Columbia</i> , excluding Payments made to <i>Onderdonk</i>	1,695,980 16
Page 244.— <i>Prince Arthur's Landing</i> and <i>Kaministiquia</i> Railway, Balance of Purchase Money.....	2,000 00
Page 251.— <i>J. A. MacDonell</i> :— Professional Services.....	603 90
Page 295.— <i>St. Boniface Hospital</i>	1,786 20
<i>R. D. Dunn</i> , Welland Canal :— Sundry Disbursements for Labour.....	3,957 20
Part III, page 69.— <i>J. G. Baker & Company</i> , Supplies....	251,605 77
<i>D. W. Davis</i> , Supplies.....	27,716 23
(Sessional Papers, No. 41.)	

Also, Return to an Address to His Excellency, dated 7th March, 1883, for copies of all Orders in Council affecting the following items, in the Statement of payments charged to Unforeseen Expenses :

July 12th, 1882, <i>La Banque Nationale</i> , to pay Hon. <i>H. Fabre</i> , salary for quarter ending 30th Sep- tember, 1882.....	\$ 625 00
September 30th, 1882, Hon. <i>H. Fabre</i> , salary to 31st January, 1883.....	750 40
September 9th, 1882, <i>Samuel Keefer</i> , and others, Cana- dian <i>Pacific Railway Commission</i>	16,821 49
September 25th, 1882, <i>W. Lukes</i> account, expenses in <i>Europe re Factories</i>	300 00
September 27th, 1882, Bank of <i>Montreal, London</i> , Cheques of Sir <i>A. T. Galt</i> in favour of <i>W. Lukes</i> . December 21st, 1882, <i>A. H. Blakeby</i> , account for expenses in <i>re Factories in Massachusetts</i>	365 00
September 27th, 1882, <i>J B Hurlburt</i> , 50 copies, work on Protection and Free Trade....	300 00
October 28th, 1882, Sir <i>John Rose</i> , for payment to Sir <i>A. T. Galt in re Aspey Bay</i> affair.....	100 00
November 18th, 1882, Hon. Provincial Secretary and Treasurer, <i>Prince Edward Island</i> , expenditure for Penitentiary convicts from 1st July, 1873, to 31st December, 1879.....	730 00
	4,075 20
(Sessional Papers, No. 42.)	

And also, Return to an Address to His Excellency, dated 7th March, 1883, for copies of all Orders in Council affecting the following items in the Statement of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83.

Indians <i>Manitoba</i> and <i>North-West Territories</i> — To complete payments for the year.....	\$202,371 14
Dominion Lands Capital Account— To complete payments for the year.....	100,000 00
Civil Government Contingencies— To complete payments for the year.....	20,000 00
Post Office— To complete payments for the year.....	20,000 00
(Sessional Papers No. 43)	

On motion of Sir *Leonard Tilley*, seconded by Sir *Charles Tupper*,
Ordered, That the foregoing last three Returns to Addresses be referred to the
Select Standing Committee on Public Accounts.

Ordered, That the Petition of the *Napierville Junction Railway and Quarry Company*, presented yesterday, be now read.

And the said Petition was read and received; praying for certain amendments to their Act of incorporation.

Ordered, That the Petition of *Charles P. Mattocks*, of the City of *Portland*, and others, of the State of *Maine, United States*, presented yesterday, be now read.

And the said Petition was read and received; praying to be incorporated under the Laws of the Dominion by the name of the *Windslow Packing Company*.

Ordered, That the Petition of *William Vandusen Lawrence*, and others, presented yesterday, be now read.

And the said Petition was read and received; praying to be incorporated under the Laws of the Dominion by the name of the *Davis and Lawrence Company*, and that the Rule of the House as to notice of the application, may be suspended in their case.

Ordered, That the Petition of the *Great Western and Lake Ontario Shore Junction Railway Company*, presented yesterday, be now read.

And the said Petition was read and received; praying for the passing of an Act to further extend the time limited for the commencement and completion of their proposed Railway, to extend their corporate powers; and for other purposes.

Ordered, That the Petition of *C. B. Pitblado* and others, presented yesterday, be now read.

And the said Petition was read and received; representing that they are Members of the Board appointed by the Presbyterian Church of *Canada*, for the management of a fund for the erection of Churches and Manses in *Manitoba* and the *North-West Territories*, and praying that the said Board be incorporated.

On motion of Mr. *Paint*, seconded by Mr. *Gunn*,

Ordered, That the Select Committee appointed to consider the subject of Inter-Provincial Trade, have power to send for persons, papers and records.

Ordered, That Mr. *Ferguson (Welland)* have leave to bring in a Bill to incorporate the *Niagara Railway Bridge Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Cameron (Victoria)* have leave to bring in a Bill to incorporate the *Atlantic, Pacific and Peace River Telegraph Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Richey* have leave to bring in a Bill to amalgamate the Presbyterian Ministers' Widows' and Orphans' Fund, in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces, in connection with the Church of *Scotland*, and to create a Corporation to administer such Funds.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Cameron (Victoria)* have leave to bring in a Bill to incorporate the *Pacific and Peace River Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Bergin* have leave to bring in a Bill to amend the Acts to incorporate the *Ontario Pacific* Railway Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Tassé* have leave to bring in a Bill to incorporate the *Quinze Pier*, Boom and Improvement Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Curran* have leave to bring in a Bill respecting the Citizens' Insurance Company of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Curran* have leave to bring in a Bill to incorporate the *Saint Laurence* Bridge and Manufacturing Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *White (Renfrew)* have leave to bring in a Bill further to amend "The Consolidated Railway Act, 1879."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act 1879;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

Mr. *Foster* moved, seconded by Mr. *Wood (Westmoreland)*, and the Question being proposed, That there be laid before this House, a Return of the number of registered voters in each Electoral District or Constituency, the number of votes cast and the candidates for whom they were polled, in the Election for Members to the House of Commons for 1882; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

And then The House adjourned till To-morrow.

Friday, 9th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—
By Mr. *Baker (Missisquoi)*,—The Petition of the South-Eastern Railway Company.

By Mr. *Innes*,—The Petition of the Municipal Council of the City of *Guelph*.

By Mr. *Curran*,—The Petition of the Council of the *Montreal* Board of Trade.

By Mr. *Burnham*,—The Petition of the Municipal Council of the County of *Peterborough*.

By Mr. *Hall*,—The Petition of the *Passumpsic* Railway Company; the Petition of the *Massawippi Valley* Railway Company; and the Petition of the Professors, Lecturers and Teachers of *Bishop's College, Lennoxville*.

By Mr. *Lesage*,—The Petition of the North Shore Railway Company.

By Mr. *Beaty*,—The Petition of the Northern Railway Company of *Canada*.

By Mr. *Colby*,—The Petition of the International Railway Company.

By Mr. *Bowell*,—The Petition of *J. R. Jacques* and others, Citizens, and of the Students of *Albert University and Albert College, Belleville*.

By Mr. *Dundas*,—The Petition of the Midland Railway of *Canada*.

By Mr. *Orton*,—The Petition of the Municipal Council of the County of *Dufferin*.

By Mr. *Charlton*,—The Petition of the Grand Trunk, *Georgian Bay and Lake Erie* Railway Company.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Professors, Lecturers and Teachers of the *Galt Collegiate Institute*; of the Professors, Lecturers and Teachers of the Collegiate Institute, *Toronto*; of the Teachers of the *Winchester Street School, Toronto*; and of the Professors, Lecturers and Teachers of *St. Michael's College, Toronto*; severally praying for the admission, free of duty, of at least two copies of each work when imported for use of Colleges and Public Libraries.

Of *G. Mitchell, M. D.*, and others, of the Town of *Wallaceburg*; praying for the adoption of such measures as will cause the removal of certain obstructions in the North and East Branches of the River *Sydenham*.

Of the *Quebec and Lévis Ferry Company* and others, Steamboat Owners, of *Quebec and Lévis*, and others; praying for the abolition of the duty on coal.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Seventh Report of the said Committee, which was read as followeth:—

Your Committee have examined the Notices given on the following Petitions, and find them sufficient, *viz.*:—Of *J. Richardson* and others, of the County and Province of *Ontario*, Provisional Directors of the North-Western Bank; praying for the passing of an Act empowering them to change the name of the said Bank to that of the British Canadian Bank; and for further amendments to their Act of incorporation;—of the Canadian Electric Light Company; praying for the passing of an Act to impose penalties on persons injuring or obstructing their works, to confer upon the Company the right to exact tolls for the use of rivers and waters improved by them, and other powers incident to the operations of the Company;—of *J. S. Dennis* and others; praying for an Act of incorporation under the name of the Great North-Western Railway Company of *Canada*;—of the *Napierville Junction Railway and Quarry Company*; praying for certain amendments to their Act of incorporation;—of the Great Western and Lake Ontario Shore Junction Railway Company; praying for the passing of an Act to further extend the time limited for the commencement and completion of their proposed Railway, to extend their corporate powers, and for other purposes;—of *C. B. Pitblado* and others, representing that they are Members of the Board, appointed by the Presbyterian Church of *Canada*, for the management of a Fund for the erection of Churches and Manses in *Manitoba* and the *North-West Territories*; and praying that the said Board may be incorporated;—of the Northern, North-Western and *Sault Ste. Marie* Railway Company; praying for the passing of an Act empowering them to change the name of the said Company to that of the Northern and *Pacific Junction* Railway Company, to extend the time for commencement and completion of work on the said Railway; and for further amendments to their Act of incorporation;—and of *John McDougall* and others; praying for an Act of incorporation under the name of the *Cumberland Coal and Railway Company*.

On the Petition of *Robert Doull* and others; praying for an Act of incorporation under the name of the *Qu'Appelle, Long Lake and Saskatchewan* Railroad and Steamboat Company; they find Notice given only in the *Official Gazette*, but as no existing rights can be interfered with, they recommend the suspension of the 51st Rule in this case.

On the Petition of *J. S. Carrell* and others; praying for an Act of incorporation under the name of the *Canadian Rapid Telegraph Company (Limited)*, your Committee find that no Notice was published, the necessity for the application having but recently arisen, and as it cannot affect any private rights, they recommend the suspension of the 51st Rule.

On the Petition of *William Vandusen Lawrence* and others; praying to be incorporated under the Laws of the Dominion, by the name of the *Davis and Lawrence Company*, and that the Rule of the House as to notice of the application may be suspended in their case, your Committee find the Notices short in point of time, but as no private rights are interfered with, they recommend the suspension of the 51st Rule.

On the Petition of the *Souris and Rocky Mountain Railway Company*; praying for the passing of an Act empowering them to change the name of the said Company to that of the *Manitoba and Rocky Mountain Railway Company*, to extend the time for the commencement of work on the main line of the said Railway, and for further amendments to their Acts of incorporation, they find the Notice short, they therefore report unfavourably upon the said Petition.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 20th February, 1883, for a Statement containing the names and residence of all the Militiamen of 1812 who received their pensions during the last fiscal year—as well as the sum given to each of them. (*Sessional Papers, No. 31a.*)

Mr. *Charlton* reported, from the Select Committee on the Bill to provide for the punishment of adultery, seduction, and like offences, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That Mr. *Robertson (Hamilton)* have leave to bring in a Bill to amend the Acts relating to the *Great Western and Lake Ontario Shore Junction Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Colby* have leave to bring in a Bill to incorporate the *Cumberland Coal and Railway Company*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That the 51st Rule of this House be suspended as regards a Bill to incorporate the *Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company*, in accordance with the recommendation of the Select Standing Committee on Standing Orders; and that Mr. *Cameron (Victoria)* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Abbott* have leave to bring in a Bill respecting the *Montreal, Ottawa and Western Railway Company*, and to change the name thereof to the "*Montreal and Western Railway Company.*"

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. Cameron (*Victoria*) have leave to bring in a Bill to incorporate the Great North-Western Railway Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. Ross (*Lisgar*) have leave to bring in a Bill to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. McCarthy have leave to bring in a Bill to amend the Act intituled: "An Act to incorporate the Northern, North-Western and *Sault Ste. Marie* Railway Company," and to change the name of the said Company to the "Northern and *Pacific* Junction Railway Company."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. Catudal have leave to bring in a Bill to fix the rate of interest in *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. Weldon have leave to bring in a Bill to amend the Act passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the Duty imposed on promissory notes, draft, and bills of exchange," and to declare the law relating to stamps on promissory notes and bills of exchange.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

The House resumed the adjourned Debate on the Question which was, on Thursday, the 1st day of March instant, proposed, That it appears by the Returns transmitted by *Michael McCormack*, Esq., the Returning Officer for the Electoral District of *King's County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, that *P. A. McIntyre*, *J. E. Robertson*, *A. C. MacDonald* and *E. B. Muttart* were the Candidates at the said Election—that at the said Election the said *P. A. McIntyre* polled 2124 votes—that the said *J. E. Robertson* polled 2002 votes—that the said *A. C. MacDonald* polled 1941 votes,—and the said *E. B. Muttart* polled 1854 votes—that the said Returning Officer made a Return of the said Election, in the words following:—

"KING'S COUNTY DISTRICT, }
"Province of *Prince Edward Island*. }

"I hereby certify that one of the Members elected for the Electoral District of *King's County*, in pursuance of the within written writ as having received the majority of votes lawfully given, is *Peter Adolphus McIntyre*, of *Souris*, in *King's County*, Medical Doctor, and I further certify that *James Edwin Robertson*, of *Montague*, in *King's County*, Medical Doctor, a Candidate at the Election held by virtue of the within written writ—appears by the Returns from the several Deputy Returning Officers, to have the next highest number of votes given at such Election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such Election, as appears by the several papers returned herewith and marked respectively with the

“ letters E. F. G. H., and initialed by me, that the said *James Edwin Robertson* at the time of his nomination as a Candidate at such and at the time of the holding such Election, was a Member duly elected and returned for the House of Assembly of the Province of *Prince Edward Island* for the fourth Electoral District of *King's County*, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of Canada at the said Election.

“ I do hereby further certify that *Augustine Colin MacDonald* of *Montague Bridge* in *King's County*, Merchant, a Candidate at such Election duly qualified has the next highest number of votes lawfully given at such Election, and I do further make this Return of and respecting the said *James Edwin Robertson* and *Augustine Colin MacDonald* for the information of all whom it may concern.

“ Certified, (Signed), MICHAEL McCORMACK,
Returning Officer.”

“(Signed), R. POPE,
Clerk of the Crown in Chancery.”

That the said *J. E. Robertson* having the second highest number of votes polled at the said Election, ought to have been returned as one of the Members for the said Electoral District in this Parliament, and that he has a right to take his seat in this House as such Member, saving, however, to all Candidates and others their rights of contesting the said Election, if they think proper, in such manner as may appertain to Law and Justice.

And the Question being again proposed;

Sir *John A. Macdonald* moved, in amendment, seconded by Mr. *McCarthy*, That all the words after “That” to the end of the Question, be left out, and the words, “the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King's County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto, be referred to the Select Standing Committee on Privileges and Elections; to report thereon with all “convenient speed,” inserted instead thereof;

And a Debate arising thereupon;

Mr. *Cameron* (*Victoria*) moved, seconded by Mr. *Haggart*, and the Question being put, That the Debate be adjourned; the House divided: and it was resolved in the Affirmative.

And then The House adjourned till Monday next.

Monday, 12th March. 1883.

PRAYERS.

Mr. Speaker laid before the House,—List of Shareholders of the Bank of British North America, as on the 1st January, 1883, under the provisions of the Act 34 Victoria, Chapter 5, Section 12. (*Sessional Papers, No. 19.*)

And also, General Statements and Returns of Baptisms, Marriages and Burials in the Districts of *Beauharnois*, *Iberville*, *Montmagny* and *Saguenay*, for the year 1882. (*Sessional Papers, No. 44.*)

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Ferguson* (*Welland*),—The Petition of the *Welland* Railway Company.

By Mr. *Cameron* (*Victoria*),—The Petition of the *Winnipeg* and *Hudson Bay* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company.

By Mr. *Beaty*,—The Petition of the Northern Railway Company of *Canada*.

By Mr. *Paunt*,—The Petition of *Charles T. Grant* and others, of the River Inhabitants; and the Petition of *William Brymer* and others, of *L'Ardoise*, County of *Richmond, Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Grand Trunk Railway Company of *Canada*; of the South Eastern Railway Company; of the Council of the *Montreal* Board of Trade; of the *Passumpsic* Railway Company; of the *Massawippi Valley* Railway Company; of the North Shore Railway; of the International Railway Company; of the Midland Railway of *Canada*; and of the Grand Trunk, *Georgian Bay* and *Lake Erie* Railway Company; severally praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of *William Wilson* and others; of *James Bennett* and others; of *David Marshall* and others; and of *Joseph Wise*, Provincial Grand Master, and others, all Members and Officers of the Loyal Orange Association of the Dominion of *Canada*; severally praying that an Act may be passed incorporating the Loyal Orange Association of *British America*.

Of *Peter Nicholson*, of the Village of *Prince Arthur's Landing*, in the District of *Algoma*, Dominion of *Canada*, Collector of Customs; praying for the passing of an Act to declare his marriage with *Rosetta Saxton* to be dissolved, and that he be divorced from her.

Of *A. M. Hamilton* and others, of *Woolwich*, County of *Waterloo*; and of the Reverend *William Berberich* and others, of the Township of *Hay*, County of *Huron*, severally praying for the adoption of such measures as will prevent the running of railway trains on the Lord's Day.

Of the Municipal Council of the City of *Guelph*; praying for the admission, free of duty, of at least two copies of each work imported for Free Library purposes.

Of the Municipal Council of the County of *Peterborough*; and of the Municipal Council of the County of *Dufferin*; severally praying that an Act may be passed providing for the adjustment of difficulties arising between Railway Companies and the Public respecting rates and charges.

Of the Professors, Lecturers and Teachers of *Bishop's College Lennoxville*; praying for the admission, free of duty, of at least two copies of each work when imported for use of Colleges and Public Libraries.

Of the Northern Railway Company of *Canada*; praying that the Bill, now before Parliament, to amend an Act respecting the *Credit Valley* Railway Company, may not become law.

Of *J. R. Jacques* and others, citizens, and of the students of *Albert University* and *Albert College, Belleville*; praying for the abolition of the duty on Books imported into *Canada*.

Ordered, That the Petition of the *Winnipeg* and *Hudson Bay* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company, presented this day, be now read;

And the said Petition was read and received; praying to be permitted to lay before the House, their Petition for an Act to amalgamate the said Companies; notwithstanding the expiration of the time for presenting Petitions for Private Bills.

Ordered, That the said Petition be referred to the Select Standing Committee on Standing Orders.

Mr. *Beatz*, from the Select Standing Committee on Standing Orders, presented to the House the Eighth Report of the said Committee, which was read, as followeth:—

Your Committee have examined the Notices given on the Petition of *Charles P. Mattocks* and others, of the State of *Maine, United States*; praying to be incorporated under the Laws of the Dominion by the name of the *Winslow Packing Company*; and find them sufficient.

The time for presenting Private Bills expires to-day; your Committee recommend that the same be extended to Monday the nineteenth day of March instant.

On motion of Mr. *Beatz*, seconded by Mr. *Kranz*,

Ordered, That the time for presenting Private Bills be extended to Monday the nineteenth day of March instant, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

Mr. *Casgrain* reported, from the Select Committee on the Bill for the better prevention of fraud in relation to contracts involving the expenditure of public moneys, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the 51st Rule of this House be suspended as regards a Bill to incorporate the *Davis and Lawrence Manufacturing Company*, in accordance with the recommendation of the Select Standing Committee on Standing Orders; and that Mr. *Curran* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Massue* have leave to bring in a Bill to amend the Act incorporating the Great Eastern Railway Company.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Wood (Brockville)* have leave to bring in a Bill to amend the Criminal Law and to make special provision for the punishment of persons convicted of wife beating.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

A Bill to incorporate "The Central Bank of *Canada*" was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill respecting the Credit Foncier Franco-Canadien, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ives* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill to incorporate the Federal Life Assurance Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to amend the Act of the Dominion of *Canada*, forty-fifth *Victoria*, chapter one hundred and twenty-

four, respecting the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada* (Limited);

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the Dominion Phosphate and Mining Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to amend an Act respecting the *Credit Valley* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Brant County* Bank of *Canada*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Quebec* and *James' Bay* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the Royal Canadian Passenger Steamship Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Edmonton* and *Peace River* Railway and Navigation Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill further to amend the Acts relating to the *New Brunswick* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend the several Acts incorporating the *Portage, Westbourne* and *North-Western* Railway Company, and to change the name thereof to the "Great Northern Railway Company of *Canada*";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend the Act incorporating the *Atlantic* and *North-West* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Niagara* Railway Bridge Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Atlantic, Pacific and Peace River* Telegraph Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amalgamate the Presbyterian Ministers' Widows' and Orphans' Fund in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces, in connection with the Church of *Scotland*, and to create a corporation to administer such Funds;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Pacific and Peace River* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend the Act to incorporate the *Ontario Pacific* Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Quize* Pier, Boom and Improvement Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill respecting the Citizens' Insurance Company of *Canada*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to incorporate the *St. Lawrence* Bridge and Manufacturing Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend the Acts relating to the *Great Western and Lake Ontario* Shore Junction Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Cumberland* Coal and Railway Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company* ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill respecting the *Montreal, Ottawa and Western Railway Company*, and to change the name thereof to the "*Montreal and Western Railway Company* ;"

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Great North-Western Railway Company* ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Board of Management of the Church and Manse Building Fund of the Presbyterian Church in Canada*, for *Manitoba* and the *North-West* ;

The Bill was accordingly read a second time ; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The House resumed the adjourned Debate on the Amendment which was, on Friday last, proposed to be made to the Question, That it appears by the Returns transmitted by *Michael McCormack, Esq.*, the Returning Officer for the Electoral District of King's County, in the Island of *Prince Edward*, at the last Election for the said Electoral District, that *P. A. McIntyre, J. E. Robertson, A. C. MacDonald, and E. B. Muttart* were the Candidates at the said Election—that at the said Election the said *P. A. McIntyre* polled 2,124 votes—that the said *J. E. Robertson* polled 2,002 votes—that the said *A. C. MacDonald* polled 1,941 votes,—and the said *E. B. Muttart* polled 1,854,—that the said Returning Officer made a Return of the said Election, in the words following :—

" KING'S COUNTY DISTRICT, }
" Province of *Prince Edward Island.* }

" I hereby certify that one of the Members elected for the Electoral District of King's County, in pursuance of the within written writ as having received the majority of votes lawfully given, is *Peter Adolphus McIntyre, of Souris*, in King's County, Medical Doctor, and I further certify that *James Edwin Robertson, of Montague*, in King's County, Medical Doctor, a Candidate at the Election held by virtue of the within written writ—appears by the Returns from the several Deputy Returning Officers, to have the next highest number of votes given at such Election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such Election, as appears by the several papers returned herewith and marked respectively with the letters E.F.G.H., and initialed by me, that the said *James Edwin Robertson* at the time of his nomination as a Candidate at such and at the time of the holding such Election, was a Member duly elected and returned for the House of Assembly of the Province of *Prince Edward Island* for the fourth Electoral District of King's County, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of *Canada* at the said Election.

" I do hereby further certify that *Augustine Colin MacDonald, of Montague Bridge*, in King's County, Merchant, a Candidate at such Election duly qualified, has the next highest number of votes lawfully given at such Election, and I do further make

“this Return of and respecting the said *James Edwin Robertson* and *Augustine Colin MacDonald* for the information of all whom it may concern.

“Certified,

(Signed),

MICHAEL McCORMACK,”

Returning Officer.”

“(Signed) R. POPE,”

Clerk of the Crown in Chancery.”

That the said *J. E. Robertson* having the second highest number of votes polled at the said Election, ought to have been returned as one of the Members for the said Electoral District in this Parliament, and that he has a right to take his seat in this House as such Member, saving, however, to all Candidates and others their rights of contesting the said Election, if they think proper, in such manner as may appertain to Law and Justice; and which Amendment was, that all the words after “That” to the end of the Question be left out, and the words “the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King’s County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto, be referred to the Select Standing Committee on Privileges and Elections; to report thereon with all convenient speed,” inserted instead thereof;

And the Question on the Amendment being again proposed;

Mr. *Mackenzie* moved, in amendment to the said proposed Amendment, seconded by Mr. *Charlton*, That the words “the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King’s County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto, be referred to the Select Standing Committee on Privileges and Elections; to report thereon with all convenient speed,” be left out, and the words “this House deems it proper in the matter of the Return for the Electoral District of *King’s*, in the Island of *Prince Edward*, to act upon the Law of Parliament, as established in the precedents of the old Parliament of *Canada*, and the Parliament of the Dominion, in the *Beauharnois*, *Kent*, *Oxford*, *Gaspé*, *Bagot*, *Essex*, *Lennox* and *Addington* and *Muskoka* cases, and the Law passed by the Parliament of the Dominion of *Canada* in 1874, respecting Elections, which enacts that the Returning Officer shall, at the place and hour appointed by his proclamation, and after having received all the ballot boxes, proceed to open them in the presence of the Election Clerk, the Candidates or their representatives, if present; and of at least two Electors, if the Candidates or their representatives are not present, and to add together the number of votes given for each Candidate from the statements contained in the several ballot boxes returned by the Deputy Returning Officers, and that the Candidate who shall on the summing up of the votes be found to have a majority of votes shall be then declared elected, and that the Returning Officer shall transmit his Return to the Clerk of the Crown in Chancery that the Candidate having the largest number of votes has been elected.

“Also, in conformity with these precedents and this Law, to assist its jurisdiction, to maintain its privileges, and forthwith to redress the violation of Law and duty apparent on the papers which has been committed by the Returning Officer in not returning as elected the Candidate having the greatest number of votes; and this House declares that *James Edwin Robertson* should have been returned as one of the Members for the said County of *King’s* by the said Returning Officer, saving all rights of all persons to contest the Election and Return;” inserted instead thereof;

And the Question being put on the Amendment to the said proposed Amendment; the House divided: and the names being called for, they were taken down as follow:—

YEAS :

Messieurs

Allen,	Charlton,	Keefler,	Ray,
Armstrong,	Cook,	King,	Rinfret,
Auger,	Davies,	Kirk,	Robertson (Shelburne),
Bain,	De St. Georges,	Landerkin,	Ross (Middlesex),
Béchar, d,	Fairbank,	Lister,	Somerville (Brant),
Bernier,	Fisher,	Livingstone,	Somerville (Bruce),
Blake,	Fleming,	McMillan (Huron),	Springer,
Bourassa,	Forbes,	McCraney,	Sutherland (Oxford),
Burpee (St. John),	Geoffrion,	McIntyre,	Thompson,
Burpee (Sunbury),	Gilmor,	McIsaac,	Trow,
Cameron (Huron),	Gunn,	McMullen,	Watson,
Campbell (Renfrew),	Harley,	Mulock,	Weldon,
Casey,	Innes,	Paterson (Brant),	Wheler,
Casgrain,	Irvine,	Pickard,	Wilson, and
Catudal,	Jackson,	Platt,	Yeo.—60.

NAYS :

Messieurs

Allison,	Daly,	Hilliard,	Reid,
Amyot,	Daoust,	Homer,	Richey,
Baker (Victoria),	Dawson,	Hurteau,	Riopel,
Barnard,	Desaulniers,	Ives,	Robertson (Hastings),
Beaty,	Desjardins,	Jamieson,	Royal,
Benoit,	Dickinson,	Kilvert,	Rykert,
Benson,	Dodd,	Kinney,	Scott,
Bergeron,	Dugas,	Kranz,	Shakespeare,
Bergin,	Dundas,	Langevin,	Small,
Billy,	Dupont,	Lesage,	Smyth,
Blanchet,	Farrow,	Macdonald (Sir John),	Sproule,
Blondeau,	Ferguson (L'Isle & Gren),	McDonald (C. Breton),	Tassé,
Bolduc,	Ferguson (Welland),	Mackintosh,	Taylor,
Bossé,	Fortin,	McMillan (Vaudreuil),	Tilley,
Bowell,	Foster,	McCallum,	Tupper (Pictou),
Brecken,	Gagné,	McCarthy,	Tyrwhitt,
Bryson,	Gigault,	McDougald,	Valin,
Burdiam,	Girouard (J. Cartier),	McLelan,	Vanasse,
Burns,	Girouard (Kent),	McNeill,	Wallace (Albert),
Cameron (Inverness),	Gordon,	Massue,	Wallace (York),
Cameron (Victoria),	Grandbois,	Méhot,	White (Cardwell),
Campbell (Victoria),	Guilbault,	Mitchell,	White (Hastings),
Carling,	Guillet,	Moffat,	White (Renfrew),
Caron,	Hackett,	Montplaisir,	Wigle,
Cimon,	Haggart,	O'Brien,	Williams,
Cochrane,	Hall,	Orton,	Wood (Brockville),
Costigan,	Hawkins,	Paint,	Wood (Westmoreland),
Coughlin,	Hay,	Pinsonneault,	Woodworth, and
Coursol,	Hesson,	Pope,	Wright.—118.
Curran,	Hickey,		

So it passed in the Negative.

And the Question being put on the Amendment to the Original Question, the House divided as in the last preceding division, reversed: Yeas 118, Nays 60.

So it was resolved in the Affirmative.

Then the Main Question, so amended, being put, That the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King's County* in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto, be referred to the Select Standing Committee on Privileges and Elections; to report thereon with all convenient speed; the House divided as in the last preceding division.

So it was resolved in the Affirmative.

And then The House adjourned till To-morrow.

Tuesday, 13th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Sutherland (Oxford)*,—The Petition of *John Murray* and others, of *Zorra*.

By Mr. *McDougald*,—The Petition of the *New Glasgow* Auxiliary of the British and Foreign Bible Society.

By Mr. *Orton*,—The Petition of the Municipal Council of the County of *Wellington*.

By Mr. *Gillet*,—The Petition of the President and Professors of the University of *Victoria College, Cobourg*.

By Mr. *White (Renfrew)*,—The Petition of *Thomas Sykes* and others, of the County of *Renfrew*.

By Mr. *Armstrong*,—Three Petitions of the Municipal Council of the County of *Middlesex*.

By Mr. *Cameron (Huron)*,—The Petition of *John Laing, jun.*, and others, of the County of *Huron*.

By Mr. *Curran*,—The Petition of *William Drysdale* and others, of *Montreal, Hamilton* and *Ottawa*.

By Mr. *Platt*,—The Petition of the Central *Ontario* Railway Company.

By Mr. *Wallace (York)*,—The Petition of the Municipal Council of the County of *York*.

By Mr. *Wheler*,—Two Petitions of the Municipal Council of the County of *Ontario*.

By Mr. *Bossé*,—The Petition of *Henry Hughes* and others, of *Quebec*.

By Mr. *Beaty*,—The Petition of the Professors, Lecturers and Teachers in the *Trinity Medical School, Toronto*.

By Mr. *McMillan (Huron)*,—The Petition of the Reverend *John Ross* and others, of *Stanley* and *Tuckersmith*.

By Mr. *Mofat*,—The Petition of *Alexander McBeath* and others, of *Campbellton, County of Restigouche*.

By Mr. *Kirk*,—The Petition of the Reverend *E. G. McCurdy* and others, of *New Glasgow*; and the Petition of *John D. Fraser* and others, of *French River, County of Pictou*.

By Mr. Cameron (*Victoria*),—The Petition of the *Winnipeg* and *Hudson* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company.

By Mr. Mitchell,—The Petition of the *Queddy* River Driving and Boom Company.

By Mr. Gillmor,—The Petition of the Reverend *William Millen* and others, of *Rolling Dam*, *Waveig* and *Bayside*, County of *Charlotte*, *New Brunswick*.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Ninth Report of the said Committee, which was read, as followeth :—

Your Committee have examined the Notices given on the Petition of *Peter Nicholson*, of the Village of *Prince Arthur's Landing*, in the District of *Algoma*, Dominion of *Canada*, Collector of Customs; praying for the passing of an Act to declare his marriage with *Rosetta Saxton* to be dissolved, and that he be divorced from her, and find them sufficient.

Your Committee have considered the Petition of the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company, and the *Nelson Valley* Railway, and Transportation Company; praying to be permitted to lay before the House, their Petition for an Act to amalgamate the said Companies, notwithstanding the expiration of the time for presenting Petitions for Private Bills; and as the reasons assigned for the delay are satisfactory, they recommend that leave be granted therefor.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the First Report of the said Committee, which was read, as followeth :—

Your Committee have considered the Bill to amend the Act incorporating the *Kingston* and *Pembroke* Railway Company, and the Act amending the same, and have agreed to report the same, amended.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the First Report of the said Committee, which was read, as followeth :—

Your Committee have considered the following Bills, and have agreed to the same, with amendments, viz. :—

Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*.

Bill to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Terres ritoires du Nord-Ouest."

Your Committee also beg leave to recommend that the fees and charges, less the cost of printing and translating, be refunded on the said Bills, as they are not liable to the fees and charges levied on Private Bills, under the 58th Rule.

Ordered, That the Petition of the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company, presented this day, be now read and received, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

And the said Petition was read and received; praying for the passing of an Act empowering them to amalgamate the said Companies under the name of the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company.

Ordered, That Mr. *Beaty* have leave to bring in a Bill to amend the Act to incorporate the North-Western Bank.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. *Mitchell* moved, seconded by Mr. *Abbott*, and the Question being proposed, That the Petition of the *Queddy River Driving and Boom Company*, presented this day; praying to be permitted to lay before the House their Petition for the passing of an Act to grant to them certain powers in connection with their works on the *Queddy River*, for the salvage of logs and timber, notwithstanding the expiration of the time for presenting Petitions for Private Bills, be now read and received; And a Debate arising thereupon: The said Motion and Petition, were severally, with leave of the House, withdrawn.

Mr. Speaker informed the House, That he had received from the Honourable Mr *Justice Sicotte*, one of the Judges selected for the trial of Election Petitions, pursuant to The Dominion Controverted Elections Act, 1874, Certificates and Reports relating to the Elections,

For the Electoral District of *Rouville*,—and

For the Electoral District of *St. Hyacinthe*.

And the same were read and ordered to be entered in the Journals of this House, and are as follow:—

(Translation.)

ROUVILLE CONTROVERTED ELECTION.

PROVINCE OF QUEBEC, }
District of *St. Hyacinthe*. } *In the Superior Court.*

CONTROVERTED ELECTIONS ACT, 1874.

Election of a Member of the House of Commons for the Electoral District of *Rouville*, on the 20th June, 1882.

HUBERT FONTAINE AND JOSEPH OSTIGNY,

Petitioners.

and

GEORGES AUGUSTE GIGAULT,

Respondent.

I, *Louis Victor Sicotte*, one of the Judges of the Superior Court of the Province of *Quebec*, and the Judge before whom the Election Petition was tried and pleaded on the 29th January, 1883, certify that on the 29th January, 1883, I determined and decided that *Georges Auguste Gigault* was duly elected; and dismissed the Petition with costs against the Petitioners.

I transmit a copy of the evidence and a certificate of the Prothonotary shewing that, within the delay established by Law, no proceedings in appeal were taken; but the copy of the evidence was furnished to the Judge only on the 8th of this month, in consequence of delay on the part of the short-hand Reporter in furnishing the written notes of his work.

I certify, moreover, that no proof was offered that fraudulent practices had been carried on at the said Election by, or with the connivance of, the said *Georges Auguste Gigault*.

I have further to report that it was not proved, and that there is not reason to believe that corrupt practices took place at the said Election.

Done this 9th March, 1883.

L. V. SICOTTE,

J. S. C.

To the Hon. the Speaker of the
House of Commons of *Canada*.

(Translation.)

ST. HYACINTHE CONTROVERTED ELECTION.

PROVINCE OF QUEBEC, }
 District of *St. Hyacinthe.* }

In the Superior Court.

CONTROVERTED ELECTIONS ACT, 1874.

Election of a Member of the House of Commons of *Canada* for the Electoral District of *St. Hyacinthe.*

JULES ST. GERMAIN,

Petitioner.

and

MICHEL ESDRAS BERNIER,

Respondent.

I, *Louis Victor Sicotte*, one of the Judges of the Superior Court of the Province of *Quebec*, and the Judge before whom the Election Petition was tried and pleaded on the 29th January, 1883, certify that on the twenty-ninth January, 1883, I determined and decided that *Michel Esdras Bernier* was duly elected; and dismissed the Petition with costs against the Petitioner.

I transmit a copy of the evidence furnished to the Judge on the 8th instant, and the certificate of the Prothonotary, shewing that, within the delay established by Law, no proceedings in appeal were taken.

I certify, moreover, that no proof was furnished that fraudulent practices had been committed at the said Election, by or with the connivance of *Michel Esdras Bernier*.

I further report that it was not proved, and that there is not reason to believe that corrupt practices took place at the said Election.

9th March, 1883.

L. V. SICOTTE,

J. S. C.

To The Hon. the Speaker of the
 House of Commons of *Canada*.

On motion of Mr. *Royal*, seconded by Mr. *Gigault*,

Ordered, That the Fee and charges paid on the Bill to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Territoires du *Nord-Ouest*," be refunded, less the charges of printing and translating, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill further to amend an Act intituled: "An Act relating to Banks and Banking," and the several Acts amending the same;

The Bill was accordingly read a second time; and committed to a Committee of the whole House, for To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill intituled: "An Act to authorize the raising, by way of loan, of certain sums of money required for the Public Service," without any amendment.

The Order of the Day being read, for taking into consideration the Bill to amend the Criminal Law, and to extend the provisions of the Act respecting offences against the person, as amended in the Committee of the Whole House;

Mr. Cameron (*Huron*) moved, seconded by Mr. Charlton, and the Question being proposed, That the Bill be now taken into consideration;

Mr. Ives moved, in amendment, seconded by Mr. Wright, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following Clause: '5. All trials under this Act shall be private, and no person shall be admitted to be present thereat, except such persons as have duties to perform in connection with the trial, or the defence of the prisoner,'" inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following Clause: 5. All trials under this Act shall be private, and no person shall be admitted to be present thereat, except such persons as have duties to perform in connection with the trial, or the defence of the prisoner.

The House accordingly resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Scriver reported, That the Committee had amended the Bill.

And the Question being proposed, That the Bill, as amended, be now taken into consideration;

Mr. Bossé moved, in amendment to the Question, seconded by Mr. Curran, That the word "now" be left out, and the words "this day six months" added at the end thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Amyot,</i>	<i>Cuthbert,</i>	<i>Hackett,</i>	<i>Orton,</i>
<i>Baker (Missisquoi),</i>	<i>Daoust,</i>	<i>Haggart,</i>	<i>Pinsonneault,</i>
<i>Benoit,</i>	<i>Dawson,</i>	<i>Hawkins,</i>	<i>Riopel,</i>
<i>Benson,</i>	<i>DeBeaujeu,</i>	<i>Hurteau,</i>	<i>Royal,</i>
<i>Bergeron,</i>	<i>Desaulniers,</i>	<i>Ives,</i>	<i>Rykert,</i>
<i>Bergin,</i>	<i>Desjardins,</i>	<i>Jamieson,</i>	<i>Scott,</i>
<i>Billy,</i>	<i>Dodd,</i>	<i>Labrosse,</i>	<i>Small,</i>
<i>Blondeau,</i>	<i>Dugas,</i>	<i>Langevin,</i>	<i>Sproule,</i>
<i>Bolduc,</i>	<i>Dundas,</i>	<i>Lesage,</i>	<i>Tassé,</i>
<i>Bossé,</i>	<i>Dupont,</i>	<i>McDonald (O. Breton),</i>	<i>Tyrwhitt,</i>
<i>Carling,</i>	<i>Farrow,</i>	<i>Mackintosh,</i>	<i>Valin,</i>
<i>Caron,</i>	<i>Fréchette,</i>	<i>McMillan (Vaudreuil)</i>	<i>Vanasse,</i>
<i>Cimon,</i>	<i>Gagné,</i>	<i>McCallum,</i>	<i>Wallace (York),</i>
<i>Costigan,</i>	<i>Gigault,</i>	<i>McDougald,</i>	<i>White (Cardwell),</i>
<i>Coughlin,</i>	<i>Girouard (J. Cartier),</i>	<i>Massue,</i>	<i>Williams, and</i>
<i>Coursol,</i>	<i>Grandbois,</i>	<i>Méhot,</i>	<i>Woodworth.—67.</i>
<i>Curran,</i>	<i>Guilbault,</i>	<i>Montpaisir,</i>	

NAYS:

Messieurs

<i>Allen,</i>	<i>Dickinson,</i>	<i>Kranz,</i>	<i>Ross (Middlesex),</i>
<i>Allison,</i>	<i>Fairbank,</i>	<i>Lawrie,</i>	<i>Scriver,</i>
<i>Armstrong,</i>	<i>Ferguson (L'ds&Gren)</i>	<i>Lister,</i>	<i>Smyth,</i>
<i>Auger,</i>	<i>Fisher,</i>	<i>Livingstone,</i>	<i>Somerville (Brant),</i>

Bain,	Fleming,	Macdonald(Sir John),	Somerville (Bruce),
Beaty,	Forbes,	Mackenzie,	Springer,
Béchar, d,	Foster,	McMillan (Huron),	Sutherland (Oxford),
Bell,	Geoffrion,	McCraney,	Sutherland (Selkirk),
Bernier,	Gillmor,	McIntyre,	Taylor,
Blake,	Gordon,	McIsaac,	Tilley,
Bourassa,	Guillet,	McLelan,	Trow,
Bowell,	Gunn,	McMullen,	Tupper (Cumberland),
Burnham,	Harley,	McNeill,	Tupper (Pictou),
Burns,	Hay,	Moffat,	Wallace, (Albert),
Burpee (St. John),	Hesson,	Mulock,	Watson,
Burpee (Sunbury),	Hickey,	O'Brien,	Weldon,
Cameron (Huron),	Hilliard,	Paint,	Wells,
Campbell (Renfrew),	Holton,	Paterson, (Brant),	Wheler,
Casey,	Homer,	Pickard,	White (Hastings),
Casgrain,	Irvine,	Platt,	White (Renfrew),
Catudal,	Jackson,	Pope,	Wigle,
Charlton,	Keefer,	Ray,	Wilson,
Cochrane,	King,	Richey,	Wood (Brockville),
Cook,	Kinney,	Rinfret,	Wood (West'd), and
Daly,	Kirk,	Robertson (Shelburne),	Yeo.—101.
Davies,			

So it passed in the Negative.

Then the main Question being put, That the Bill, as amended, be now taken into consideration; the House divided; and it was resolved in the Affirmative.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill respecting Carriers by Land, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Rykert reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

And then The House adjourned till To-morrow.

Wednesday 14th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. Richey,—The Petition of James Risborough and others; and the Petition of James Gardner and others, of Musquodoboit Harbour, County of Halifax, Nova Scotia.

By Mr. Curran,—The Petition of the McGill University.

By Mr. Fortin,—The Petition of the Reverend Duncan Gillis and others, of the Municipality of Douglas, County of Gaspé.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the *Welland Railway Company*; and of the *Northern Railway Company of Canada*; severally praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of *Charles T. Grant* and others, of the River Inhabitants; and of *William Brymer* and others, of *L'Ardoise*, County of *Richmond*, *Nova Scotia*; severally praying that the Fishery Act may be so amended as to make the close season for fly-fishing for salmon to correspond with the close season for net-fishing.

Mr. Beaty, for the Select Standing Committee on Standing Orders, presented to the House the Tenth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the joint Petition of the *Winnipeg and Hudson's Bay Railway and Steamship Company*, and the *Nelson Valley Railway and Transportation Company*; praying for the passing of an Act to amalgamate the said Companies under the name of "The *Winnipeg and Hudson's Bay Railway and Steamship Company*," and find that no Notice has been given, but your Committee beg to recommend a suspension of the 51st Rule, on the ground that the measure is one of urgency, and of great public importance, and affects no vested rights.

Ordered, That *Mr. Weldon* have leave to bring in a Bill to amend the Acts respecting procedure in Criminal cases, and other matters relating to Criminal Law.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. White (Cardwell) moved, seconded by *Mr. White (Hastings)*, and the Question being proposed, That the First Report of the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, be concurred in;

Mr. Desjardins moved, in amendment, seconded by *Mr. Royal*, That all the words after "be" to the end of the Question, be left out, and the words "referred back to the said Committee for further consideration," inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the First Report of the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, be referred back to the said Committee for further consideration.

On motion of *Mr. Grandbois*, seconded by *Mr. Mackintosh*,

Ordered, That there be laid before this House, copies of all Reports made up to this date, respecting the movement of the ice at the Wharf at *Rivière du Loup*, and the Wharf at *Rivière Ouelle*.

On motion of *Mr. Ives*, seconded by *Mr. Dawson*,

Ordered, That there be laid before this House, a Return of all Petitions for, and correspondence with respect to new guns for the *Richmond Field Battery*.

Mr. Platt moved, seconded by *Mr. Fisher*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Reports, not already brought down, by Government Engineers, relative to the several proposed routes for the *Murray Canal*, with estimated cost of construction by adopted route

and other proposed routes; also, Orders in Council, correspondence, Petitions from mariners, vessel owners and others, and recommendations of master-sailors and others, relative to the selection of a route, the construction of the Canal or the character of the harbours afforded by *Presqu'Isle* and *Weller's Bay*; also, a list of tenders, with names and amounts, received in response to Government advertisement, and all offers made by tender or otherwise to construct the Canal by any other than the adopted route, together with such Reports as to progress made in work of construction as may be in possession of the Government; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Baker* (*Victoria*), seconded by Mr. *Shakespeare*,

Ordered, That there be laid before this House, copies of all correspondence and papers between the Government and the Pilotage Authorities of *British Columbia*, or any other parties in that Province, on the subject of Pilots and Pilotage.

Resolved, That a Select Committee composed of Messieurs *Massue*, *White* (*Renfrew*); *Williams*, *Bourbeau*, *Farrow*, *Guilbault*, *Scriver*, *Béchar* and *Trow*, be appointed to enquire as to the necessity of passing a Law to prevent fraud in the manufacture of agricultural fertilizers.

Mr. *Ives* moved, seconded by Mr. *Wright*, and the Question being proposed, That, in the opinion of this House, it is expedient to consider the question of an increase of the export duty on spruce logs of all lengths and sizes exported from the Provinces of *Ontario* and *Quebec*; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Gigault*, seconded by Mr. *Bourbeau*,

Ordered, That there be laid before this House, copies of any Petitions from the Province of *Quebec*, on the subject of proposed Legislation as to the sale of Intoxicating Liquors.

Mr. *Hackett* moved, seconded by Mr. *Brecken*, and the Question being proposed, That there be laid before this House, a copy of Engineer's Report of Survey made at *Summerside Harbour*, *Prince County*, *Prince Edward Island*, during the past summer, with a view to improving the navigation of said Harbour;

And a Debate arising thereupon;

And it being Six o'Clock, P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The Order of the Day being read, for the third reading of the Bill respecting the *Credit Foncier Franco-Canadien*;

Mr. *Desjardins* moved, seconded by Mr. *Royal*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Auger* moved, in amendment, seconded by Mr. *Bourassa*, That all the words after "be" to the end of the Question, be left out, and the words "read the third time this day six months," inserted instead thereof;

Mr. *Houde* moved, in amendment to the said proposed amendment, seconded by Mr. *Casgrain*, That the words "read the third time this day six months," be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by leaving out the words 'eight per cent.' in Clause 2, and inserting the words 'seven per cent.' instead thereof," inserted instead thereof;

And Objection having been taken to the Amendment to the said proposed Amendment on the ground that the Mover had given no Notice in accordance with Rule 67;

Mr. Speaker decided, that the Objection was well taken, and that it was only competent for the hon. Member for Centre *Wellington* to make a similar Motion, since he had given notice of the same.

And the Question on the Amendment to the Original Question being again proposed;

Mr. *Orton* (Centre *Wellington*) then moved, in amendment to the said proposed Amendment, seconded by Mr. *White* (*Hastings*), That the words "read the third time this day six months" be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by leaving out the word "eight" in Clause 2, and inserting the word "seven" instead thereof," inserted instead thereof;

And the Question being put on the Amendment to the said proposed Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Bowell,</i>	<i>Ferguson (L'ds & Gren)</i>	<i>McLelan,</i>	<i>Wallace (York),</i>
<i>Casgrain,</i>	<i>Hawkins,</i>	<i>McNeill,</i>	<i>White (Hastings),</i>
<i>Cochrane,</i>	<i>Houde,</i>	<i>Orton,</i>	<i>Wigle, and</i>
<i>Coughlin,</i>	<i>Landerkin,</i>	<i>Thompson,</i>	<i>Wood (Brockville)—18.</i>
<i>Cuthbert,</i>	<i>McCallum,</i>		

NAYS:

Messieurs

<i>Abbott,</i>	<i>Coursol,</i>	<i>Hilliard,</i>	<i>Paint,</i>
<i>Allen,</i>	<i>Daly,</i>	<i>Holtan,</i>	<i>Paterson (Brant),</i>
<i>Allison,</i>	<i>Daoust,</i>	<i>Homer,</i>	<i>Pickard,</i>
<i>Amyot,</i>	<i>Davies,</i>	<i>Hurteau,</i>	<i>Pinsonneault,</i>
<i>Armstrong,</i>	<i>Dawson,</i>	<i>Innes,</i>	<i>Platt,</i>
<i>Auger,</i>	<i>De Beaujeau,</i>	<i>Irvine,</i>	<i>Pope,</i>
<i>Bain,</i>	<i>Desjardins,</i>	<i>Ives,</i>	<i>Ray,</i>
<i>Baker (Missisquoi),</i>	<i>Desaulniers,</i>	<i>Jamieson,</i>	<i>Reid,</i>
<i>Baker (Victoria),</i>	<i>Dickinson,</i>	<i>Keefer,</i>	<i>Richey,</i>
<i>Barnard,</i>	<i>Dodd,</i>	<i>Kilvert,</i>	<i>Rinfret,</i>
<i>Beaty,</i>	<i>Dugas,</i>	<i>King,</i>	<i>Riopel,</i>
<i>Béchar,</i>	<i>Dundas,</i>	<i>Kinney,</i>	<i>Ross (Middlesex),</i>
<i>Bell,</i>	<i>Fairbank,</i>	<i>Kirk,</i>	<i>Royal,</i>
<i>Benoit,</i>	<i>Farrow,</i>	<i>Labrosse,</i>	<i>Rykert,</i>
<i>Bergeron,</i>	<i>Ferguson (Welland),</i>	<i>Landry,</i>	<i>Scott,</i>
<i>Bergin,</i>	<i>Fisher,</i>	<i>Langevin,</i>	<i>Scriver,</i>
<i>Bernier,</i>	<i>Fleming,</i>	<i>Laurier,</i>	<i>Small,</i>
<i>Billy,</i>	<i>Forbes,</i>	<i>Lesage,</i>	<i>Smyth,</i>
<i>Blake,</i>	<i>Foster,</i>	<i>Lister,</i>	<i>Somerville (Brant),</i>
<i>Blondeau,</i>	<i>Fréchette,</i>	<i>Livingstone,</i>	<i>Somerville (Bruce),</i>
<i>Boluc,</i>	<i>Gagné,</i>	<i>Mackintosh,</i>	<i>Springer,</i>
<i>Bossé,</i>	<i>Geoffrion,</i>	<i>Macmaster,</i>	<i>Sutherland (Oxford),</i>
<i>Bourassa,</i>	<i>Gigault,</i>	<i>McMillan (Huron),</i>	<i>Taylor,</i>
<i>Bourbeau,</i>	<i>Gillmor,</i>	<i>McMillan (Vaudreuil)</i>	<i>Trow,</i>

<i>Brecken,</i>	<i>Girouard (Kent),</i>	<i>McCraney,</i>	<i>Tyrwhitt,</i>
<i>Burnham,</i>	<i>Gordon,</i>	<i>McDougald,</i>	<i>Valin,</i>
<i>Burns,</i>	<i>Grandbois,</i>	<i>McIntyre,</i>	<i>Vanasse,</i>
<i>Gameron (Huron),</i>	<i>Guilbault,</i>	<i>McIsaac,</i>	<i>Wallace (Albert),</i>
<i>Campbell (Renfrew),</i>	<i>Guillet,</i>	<i>McMullen,</i>	<i>Watson,</i>
<i>Caron,</i>	<i>Gunn,</i>	<i>Massue,</i>	<i>Weldon,</i>
<i>Casey,</i>	<i>Hackett,</i>	<i>Méthot,</i>	<i>Wells,</i>
<i>Catudal,</i>	<i>Hall,</i>	<i>Mitchell,</i>	<i>Wheler,</i>
<i>Charlton,</i>	<i>Harley,</i>	<i>Moffat,</i>	<i>Williams,</i>
<i>Cimon,</i>	<i>Hay,</i>	<i>Montplaisir,</i>	<i>Wilson,</i>
<i>Cook,</i>	<i>Hesson,</i>	<i>Mulock,</i>	<i>Woodworth, and</i>
<i>Costigan,</i>	<i>Hickey,</i>	<i>O'Brien,</i>	<i>Yeo.—144.</i>

So it passed in the Negative.

And the Question being put on the Amendment to the Original Question:—It passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time ;

Mr. *Abbott* moved, in amendment, seconded by Mr. *Bergeron*, That all the words after “ now ” to the end of the Question, be left out, and the words “ re-committed to “ a Committee of the Whole House for the purpose of further amending the same,” inserted instead thereof ;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put ;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of further amending the same.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Rykert* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That the House will, on Friday next, again resolve itself into the said Committee.

Mr. *Bowell*, a Member of the Queen’s Privy Council, presented,—Return to an Order of this House, dated 23rd February, 1883, for a Return of all claims presented for drawback on materials used for shipbuilding, for the year ending June 30th, 1882 ; also, for the six months ending December 31st, 1882 ; giving the name of the applicant, the name and tonnage of the vessel, the amount claimed, and the amount paid. (*Sessional Papers, No. 45.*)

And then The House adjourned till To-morrow.

Thursday, 15th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Sir *Charles Tupper*,—The Petition of *John Burns* and others, of *Shinimicac* ; and the Petition of *Samuel Moore* and others, of *Linden*, and vicinity, County of *Cumberland, Nova Scotia*.

By Mr. Kirk,—The Petition of *William Forbes* and others, of *Goshen*; the Petition of *James K. Nichols* and others, of *Eight Island Lake*; and the Petition of *Hugh McNeil* and others, of *Argyle*, County of *Guysborough*, *Nova Scotia*.

By Mr. Ray,—The Petition of *Washington Chesley* and others; and the Petition of *Benjamin Miller* and others, of *Bridgetown*, County of *Annapolis*.

By Mr. Armstrong,—The Petition of *Neil Taylor* and others.

By Mr. Riopel,—The Petition of *Melvin Adams* and others, of *Kempt Road* and *Broad Lands*, Township of *Restigouche*, County of *Bonaventure*.

By Mr. McDougald,—The Petition of *John Forbes* and others, of Upper *Sutherland's River*; the Petition of *David McQueen* and others, of *Sutherland's River*; and the Petition of *John W. McBean* and others, of *Vale Colliery*, County of *Pictou*, *Nova Scotia*.

By Sir *John A. Macdonald*,—Two Petitions of the Municipal Council of the County of *Carleton*; and the Petition of the Reverend *W. K. Sutherland* and others, of *Glencoe* and *Ekfrid*.

By Mr. Paint,—The Petition of *John Murchison* and others, of *Grand River*, County of *Richmond*, *Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John Murray* and others, of *Zorra*; of *Thomas Sykes* and others, of the County of *Renfrew*; of *John Laing*, Jun. and others, of the County of *Huron*; of the Reverend *John Ross* and others, of *Stanley* and *Tuckersmith*; of *Alexander McBeath* and others, of *Campbellton*, County of *Restigouche*; of the Reverend *E. G. McCrudy* and others, of *New Glasgow*; of *John D. Fraser* and others, of *French River*, County of *Pictou*; and of the Reverend *William Millen* and others, of *Rolling Dam*, *Waveig* and *Bayside*, County of *Charlotte*, *New Brunswick*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *New Glasgow* Auxiliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Of the Municipal Council of the County of *Wellington*; and of the Municipal Council of the County of *Ontario*; severally praying that an Act may be passed providing for the adjustment of difficulties arising between Railway Companies and the Public, respecting rates and charges.

Of the President and Professors of the University of *Victoria College*, *Cobourg*; praying for the abolition of the duty on Books and Apparatus imported for use of Colleges and Public Libraries.

Of the Municipal Council of the County of *Middlesex*; praying for the passing of a Prohibitory Liquor Law for Canada.

Of the Municipal Council of the County of *Middlesex*; praying that a more economical plan may be adopted for the conveyance of prisoners to the Penitentiaries from the several County Gaols of the Dominion.

Of the Municipal Council of the County of *Middlesex*; praying that an Act may be passed to prevent the unjust discrimination in Rates by Railway Companies, and also for the better protection of life and property at Railway Crossings.

Of *William Drysdale* and others, of *Montreal*, *Hamilton* and *Ottawa*; and of *Henry Hughes* and others, of *Quebec*; severally praying for the abolition of the duty on Books imported into *Canada*.

Of the Central *Ontario* Railway Company; praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of the Municipal Council of the County of *York*; praying the House to direct the *Ontario* and *Quebec* Railway Company to erect such works at their crossing on *Yonge* street, at the entrance to the City of *Toronto*, as will protect life and property.

Of the Municipal Council of the County of *Ontario*; praying that a duty may be imposed on fine wools imported into *Canada*.

Of the Professors, Lecturers and Teachers of Trinity Medical School, *Toronto*; praying for the admission, free of duty, of at least two copies of each work when imported for use of Colleges and Public Libraries.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of the House, dated 21st February, 1883, for copies of all correspondence with reference to the construction of an addition to the pier at *St. Jean Port Jolie*, County of *L'Islet*; applications for superintending the work; appointments made, if any; plans and surveys made; tenders demanded and received, if any, for materials and work; the whole since the appropriation for that object, made during the last Session of Parliament. (*Sessional Papers, No. 46.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 26th February, 1883, for copies of all correspondence with the Government or any Member thereof, during the calendar year 1882, referring to the construction of a Railway Bridge over the River *St. John*, at *St. John*. (*Sessional Papers, No. 47.*)

And also, Return to an Address to His Excellency dated 19th February, 1883, for copies of all Orders in Council, and the Commission issued to certain persons in connection with claims made on the Government, arising out of the construction of the Intercolonial Railway; of all instructions to and correspondence with the Commissioners, and Statement of the matters referred to them so far; and of the remuneration to be paid to them and the Secretary of the Commission; and Statement of the number of days during which the Commission has sat so far. (*Sessional Papers, No. 40b.*)

Ordered, That the Fee and charges paid on the Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*, be refunded, less the charges for printing and translating, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

The House, according to Order, resolved itself into a Committee on the Bill to provide for the punishment of Adultery, Seduction, and like offences, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Scriver* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be taken into consideration To-morrow.

The House resumed the Debate on the Question which was, yesterday, proposed, That there be laid before this House, a copy of the Engineer's Report of Survey made at *Summerside Harbour*, *Prince County*, *Prince Edward Island*, during the last Summer; with a view to improving the navigation of the said Harbour; And the Question being put:—It was resolved in the Affirmative.

The Order of the Day being read, for the second reading of the Bill to amend the Acts respecting Cruelty to Animals;

The Bill was accordingly read a second time; and referred to a Select Committee composed of Messieurs *Richey*, *Abbott*, *Beaty*, *Casgrain*, *Davies*, *Girouard* (*Jacques Cartier*), *Guillet*, *Mackintosh*, *Shakespeare*, *Thompson*, and *Weldon*.

The House, according to Order, resumed the adjourned Debate on the Question, which was, on Wednesday the 21st February last, proposed, That there be laid before this House, a Return shewing the total number of timber licenses or permits applied for, and granted, or refused, up to 1st February, 1883.

2. The estimated area covered by each license or application.
3. The amount of premium or bonus per square mile, and in the aggregate paid to and received by the Government on each such license.
4. The name and residence of each applicant for a license.
5. The date of such application of such license, and the number of years each license is granted for.
6. The Crown dues or stumpage charged or chargeable on each license.
7. The kind, quantity and quality of timber in each area so licensed.
8. Copies of all claims made on the Government for any such area or timber by any persons, and of all Petitions, remonstrances or communications sent or made to the Government respecting said areas, licenses or timber, and all correspondence had with the Government respecting such claims, or in any way respecting said areas, lands, licenses or timber, and the action of the Government therein; also, a copy of all maps or plans, shewing the location and area of such licenses or permits; And the Question being put:—It was resolved in the Affirmative.

On motion of Mr. *McIsaac*, seconded by Mr. *Pickard*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of Correspondence, Reports, Orders in Council, and all other documents relating to any claim made by the Provincial Government of *Prince Edward Island*, for a refund of their expenditure upon Public Wharves and Piers, and also in connection with the maintenance of short-term prisoners in that Province since its admission to the Union.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Jackson*, seconded by Mr. *Campbell (Renfrew)*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Correspondence, Orders in Council and papers not already brought down, relating to the grant of permission to cut Timber or to mine on Lands within the Territory now in dispute with *Ontario*; with a Statement of the grants made and the names of the persons to whom they have been made, and the amounts received from the same up to the present time.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Barnard*, seconded by Mr. *Homer*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Correspondence, Reports, Plans, Specifications, &c., in connection with the surveys made in 1882, for the construction of a canal between Lake *Shushwac* and Lake *Okanagon*, *British Columbia*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Cameron (Huron)*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Petitions, Correspondence and Telegrams, Orders in Council, and other papers, upon the subject of the assumption by the Government of the payment of the amount granted by the Town of *Pembroke* in aid of the *Canada Central Railway*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Cameron (Huron)*,

Ordered, That there be laid before this House, copies of all Tenders, Advertisements, Contracts, Letters, Accounts, Vouchers, Warrants, Reports and other Papers in connection with the purchase of blankets for the Militia during the Recess.

On motion of Mr. *Wheler*, seconded by Mr. *King*,

Ordered, That there be laid before this House, copies of all Correspondence, Memorials, Petitions and Papers in the hands of the Government on the subject of duties on salt.

Mr. *Homer* moved, seconded by Mr. *Gordon*, and the Question being proposed, That, in the opinion of this House, it is desirable that the Government take such measures as may seem to them most advisable to bring about Reciprocity in Trade between the Dominion of *Canada* and the *Hawaiian* Islands; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Mitchell*, seconded by Mr. *Moffat*,

Ordered, That there be laid before the House, a Return of all accidents and casualties which have occurred on the Grand Trunk Railway of *Canada*, and any of its branch Railways, or Railways associated with it, or under its control, involving either loss of life or injury to person or property; with a Statement showing the full extent and particulars of such casualties, the points at which they occurred, and the causes and nature thereof; with a copy of the By-laws, Rules and Regulations of the said Railway Company, branch Railways, associated Railways, and Railways under its control, as required by the 55th section of the Railway Act of 1879.

On motion of Mr. *Mitchell*, seconded by Mr. *Moffat*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a copy of all correspondence between the Government of *Canada*, or any Department thereof, and the Grand Trunk Railway Company of *Canada*, or any of its Officers, in relation to the subjects stated in the advertisement published in the *Canada Gazette* of 3rd March instant, of *H. W. Tyler*, President, and *J. B. Benton*, Secretary of said Company, dated at *Dashwood* House, 9 *New Broad* Street, *London*, 28th February last, calling a meeting of the said Company at *London*, on the 29th March instant, for the consideration amongst other things of the purchasing of Bonds and Shares of the *Wellington, Grey and Bruce* Railway; also, the purchase on behalf of the Company of certain Stocks and Shares of the *Hamilton* and *North-Western* Railway Company, and of the *Saint Lawrence* and *Ottawa* Railway Company; also, copies of the traffic-arrangement or correspondence in relation thereto, or of correspondence in relation to the purchase or sale of the *North Shore* Railway Company by or between the said last named Company and the Grand Trunk Railway Company of *Canada*, or with the Government of *Canada*, together with a Statement in detail of any liability or obligation which has been created by the said Grand Trunk Railway Company or on their behalf in connection therewith.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Mitchell*, seconded by Mr. *Moffat*,

Ordered, That there be laid before this House, a copy of all correspondence between the Grand Trunk Railway Company of *Canada*, or any of its officers and the Government of *Canada*, or any of the Departments or Members of the Government, in reference to the purchase or sale of the *Rivière du Loup* Branch of the said Railway now owned by the Government of *Canada*; also, any correspondence showing the manner in which the said Company have expended or proposed to expend

the money so received for the said *Rivière du Loup* Branch ; and also, all correspondence in reference to their expending the said money or any portion thereof, either in purchasing or constructing a Railway or Railways in the *United States*, either in their own name or by an associated Company, or in any other way, and how much money received for the *Rivière du Loup* Railway purchase has been so expended ; and also, any and all correspondence shewing whether the Government lien for the debt of £3,111,500 and accrued interest owing by the said Railway, attaches upon the said Railway or Railways so purchased or built in the said *United States*, with the length and cost of the same.

And then The House adjourned till To-morrow.

Friday, 16th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *Foster*,—The Petition of the Reverend *James Grey* and others, of *Sussex*, County of *King's*, *New Brunswick*.

By Mr. *McIsaac*,—The Petition of *Alexander Polson* and others, of *South River*; and the Petition of the Reverend *J. F. Forbes* and others, of *Union Centre*, County of *Antigonish*.

By Mr. *Brecken*,—The Petition of the Reverend *D. Fitzgerald*, D.D., Rector of *St. Paul's Church*, and others, of *Charlottetown*, *Prince Edward Island*.

Pursuant to the Order of the Day, the following Petitions were read and received :—

Of *James Rosborough* and others ; and of *James Gardner* and others, of *Musquodoboit Harbour*, County of *Halifax*, *Nova Scotia* ; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *McGill University* ; praying that before any legislation on the subject of the granting certain exceptional privileges in the profession of Dominion Land Surveyor to graduates of the *Royal Military College*, full opportunity may be given to those interested in science education, and in the profession of engineering and surveying in the several Provinces, to state their views on this important matter.

Of the Reverend *Duncan Gillis* and others, of the Municipality of *Douglas*, County of *Gaspé* ; praying that the Fishery Act may be so amended as to make the close season for fly-fishing for salmon, to correspond with the close season for net-fishing.

Sir John A. Macdonald, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Report of the Minister of Justice, as to Penitentiaries in *Canada*, for the year ending 30th June, 1882. (*Sessional Papers*, No. 29.)

Mr. Bowell, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd February, 1883, for a Return containing the names of persons in the employ of the Customs Department in the City of *Montreal*, as Supernumerary clerks, who have been constantly employed for not less than six months, previous to the first day of July, 1882. (*Sessional Papers*, No. 49.)

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Second Report of the said Committee, which was read, as followeth:—

Your Committee have had before them the Bill to amend "The Consolidated Railway Act, 1879," and with the concurrence of the promoters, report that it is inexpedient to proceed further with the measure, in its present shape, this Session, and therefore recommend that the Bill be withdrawn.

They have also considered the Bill to amend an Act to incorporate the *Ontario and Quebec Railway Company*, and have agreed to report the same, with amendments.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Second Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Bill to grant certain powers to the *Acadia Powder Company (Limited)*, and have agreed to report the same with amendments.

The question of jurisdiction having arisen on the above mentioned Bill, the same was reserved for the decision of your Honorable House.

Ordered, That Mr. *McCarthy* have leave to bring in a Bill to amend the Law relating to Bills of Lading.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Bolduc* have leave to bring in a Bill to amend "The Dominion Elections Act, 1874."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Ordered, That Mr. *Robertson (Hamilton)* have leave to bring in a Bill to consolidate and amend the Acts for the more speedy trial of persons charged with felonies and misdemeanours in the Provinces of *Ontario, Quebec and Manitoba*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That Mr. *White (Cardwell)* be substituted for Mr. *Landry* on the Select Standing Committee on Banking and Commerce.

Ordered, That Messieurs *Landry* and *Mulock* be added to the Select Standing Committee on Miscellaneous Private Bills.

Ordered, That Mr. *Rinfret* be substituted for Mr. *Glen* on the Select Standing Committee on Public Accounts.

Ordered, That Mr. *Glen* be substituted for Mr. *Rinfret* on the Select Standing Committee on Miscellaneous Private Bills.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the paragraph of His Excellency's Speech to both Houses of Parliament at the opening of this Session, relating to the Judgment of the Lords of the Judicial Committee of the Privy Council, on the appeal of *Russell vs. The Queen*, be read; And the same was read, as followeth:—

"I am advised that the Judgment of the Lords of the Judicial Committee of the Privy Council, delivered last June, on the appeal of *Russell* versus *The Queen*, goes

“to show, that in order to prevent the unrestrained sale of intoxicating liquors, and for that purpose to regulate the granting of shop, saloon and tavern licenses, legislation by the Dominion Parliament will be necessary. Your earnest consideration of this important subject is desired.”

Sir *John A. Macdonald* moved, seconded by Sir *Leonard Tilley*, and the Question being proposed, That the consideration of the subject mentioned in the said paragraph, be referred to a Special Committee of Seventeen Members, with power to send for persons, papers, and records, and to report by Bill or otherwise;

And a Debate arising thereupon;

And it being Six o'clock, P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'clock, P.M.

Half-past Seven o'clock, P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be taken into consideration on Monday next.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate “*Les Révérends Pères Oblats de Marie Immaculée des Territoires du Nord-Ouest*,” and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sproule* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time on Monday next.

The Order of the Day being read, for the second reading of the Bill to amend the Act to incorporate the *Chignecto Marine Transport Railway Company (Limited)*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company (Limited)*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for the second reading of the Bill to amend an Act intituled: “An Act to incorporate the Northern, North-Western and *Sault Ste Marie Railway Company*,” and to change the name of the said Company to the “*Northern and Pacific Junction Railway Company*”;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to incorporate the *Davis and Lawrence Manufacturing Company*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for the second reading of the Bill to amend the Act incorporating "The Great Eastern Railway Company";

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The House then resumed the Debate on the Question, That the consideration of the subject mentioned in the said paragraph, be referred to a Special Committee of Seventeen Members, with power to send for persons, papers and records, and to report by Bill or otherwise;

And the Question being put; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Allison,</i>	<i>Curran,</i>	<i>Hesson,</i>	<i>Pinsonneault,</i>
<i>Baker (Missisquoi),</i>	<i>Cuthbert,</i>	<i>Hickey,</i>	<i>Pope,</i>
<i>Barnard,</i>	<i>Daoust,</i>	<i>Hilliard,</i>	<i>Richey,</i>
<i>Beaty,</i>	<i>Dawson,</i>	<i>Homer,</i>	<i>Riopel,</i>
<i>Bell,</i>	<i>Desaulniers,</i>	<i>Hurteau,</i>	<i>Robertson (Hamilton),</i>
<i>Benoit,</i>	<i>Dickinson,</i>	<i>Ives,</i>	<i>Robertson (Hastings),</i>
<i>Bergeron,</i>	<i>Dodd,</i>	<i>Jamieson,</i>	<i>Rykert,</i>
<i>Bergin,</i>	<i>Dugas,</i>	<i>Kilvert,</i>	<i>Shakespeare,</i>
<i>Rilly,</i>	<i>Dundas,</i>	<i>Kinney,</i>	<i>Small,</i>
<i>Blunchet,</i>	<i>Dupont,</i>	<i>Kronz,</i>	<i>Smyth,</i>
<i>Blondeau,</i>	<i>Farrow,</i>	<i>Langevin,</i>	<i>Sproule,</i>
<i>Bolduc,</i>	<i>Ferguson (L's & Gren)</i>	<i>Lesage,</i>	<i>Tassé,</i>
<i>Bossé,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John),</i>	<i>Taylor,</i>
<i>Bourbeau,</i>	<i>Fortin,</i>	<i>McDonald (C Breton)</i>	<i>Tilley,</i>
<i>Bowell,</i>	<i>Foster,</i>	<i>Mackintosh,</i>	<i>Tupper (Pictou),</i>
<i>Brecken,</i>	<i>Fréchette,</i>	<i>McMillan (Vaudreuil)</i>	<i>Tyrwhitt,</i>
<i>Bryson,</i>	<i>Gagné,</i>	<i>McCallum,</i>	<i>Valin,</i>
<i>Burnham,</i>	<i>Gigault,</i>	<i>McCarthy,</i>	<i>Vanasse,</i>
<i>Burns,</i>	<i>Girouard (J. Cartier)</i>	<i>McDougald,</i>	<i>Wallace (Albert),</i>
<i>Cameron (Victoria),</i>	<i>Girouard (Kent),</i>	<i>McGreevy,</i>	<i>Wallace (York),</i>
<i>Carling,</i>	<i>Grandbois,</i>	<i>McLelan,</i>	<i>White (Cardwell),</i>
<i>Caron,</i>	<i>Gulbault,</i>	<i>McNeill,</i>	<i>White (Hastings),</i>
<i>Cimon,</i>	<i>Guilet,</i>	<i>Massue,</i>	<i>Wigle,</i>
<i>Cochrane,</i>	<i>Hackett,</i>	<i>Méthot,</i>	<i>Williams,</i>
<i>Colby,</i>	<i>Haggart,</i>	<i>Moffat,</i>	<i>Wood (Westmorland)</i>
<i>Costigan,</i>	<i>Hall,</i>	<i>Montplaisir,</i>	<i>Woodworth and,</i>
<i>Coughlin,</i>	<i>Hawkins,</i>	<i>Orton,</i>	<i>Wright.—111.</i>
<i>Coursol,</i>	<i>Hay,</i>	<i>Paint,</i>	

NAYS:

Messieurs

<i>Allen,</i>	<i>Cockburn,</i>	<i>King,</i>	<i>Ross (Lisgar),</i>
<i>Armstrong,</i>	<i>Cook,</i>	<i>Kirk,</i>	<i>Ross (Middlesex),</i>
<i>Auger,</i>	<i>Davies,</i>	<i>Landeain,</i>	<i>Scriver,</i>
<i>Bain,</i>	<i>Fairbank,</i>	<i>Laurier,</i>	<i>Somerville (Brant),</i>
<i>Béchar,</i>	<i>Fisher,</i>	<i>Lister,</i>	<i>Somerville (Bruce),</i>
<i>Bernier,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Springer,</i>

<i>Blake,</i>	<i>Forbes,</i>	<i>McMillan (Huron),</i>	<i>Sutherland (Oxford),</i>
<i>Bourassa,</i>	<i>Geoffrion,</i>	<i>McOraney,</i>	<i>Sutherland (Selkirk),</i>
<i>Burpee (St. John),</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Thompson,</i>
<i>Burpee (Sunbury),</i>	<i>Gunn,</i>	<i>McIsaac,</i>	<i>Trow,</i>
<i>Cameron (Huron),</i>	<i>Harley,</i>	<i>McMullen,</i>	<i>Watson,</i>
<i>Campbell (Renfrew),</i>	<i>Holton,</i>	<i>Mulock,</i>	<i>Weldon,</i>
<i>Casey,</i>	<i>Innes,</i>	<i>Pickard,</i>	<i>Wells,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Platt,</i>	<i>Wheler, and</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Ray,</i>	<i>Wilson.—63.</i>
<i>Charlton,</i>	<i>Keefer,</i>	<i>Rinfret,</i>	

So it was resolved in the Affirmative.

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, and the Question being proposed, That the 78th Rule of this House, as to the selection of Committees, be suspended, and that the Special Committee to whom has been referred the said paragraph, be composed of Messrs. *Blake*, *Ross (Middlesex)*, *McCarthy*, *Cameron (Victoria, Ont.)*, *Blanchet*, *Laurier*, *Desjardins*, *Casgrain*, *Hall*, *Foster (King's N.B.)*, *Burpee (St. John)*, *Richey*, *Robertson (Shelburne)*, *Brecken*, *Royal*, *Baker (Victoria, B.C.)*, and the Mover;

And Objection having been taken by five Members to the Mover submitting the names to form the Committee;

Mr. Speaker decided, that the motion provided for the suspension of the Rule as to selection of Members.

And Objection being then taken by Mr. *Blake* to the suspension of the Rule, except by general consent;

Mr. Speaker decided, that it was perfectly competent on notice having been duly given, as in the present case, for the majority of the House to suspend a Rule.

Messieurs *Blake*, *Ross (Middlesex)*, *Laurier*, *Casgrain*, *Burpee (St. John)*, and *Robertson (Shelburne)*, having expressed themselves opposed to serving on the Committee, on the ground that they were opposed to the principle and substance of the matter in the motion;

Mr. Speaker decided, that the motion was to suspend the whole Rule, and that the objection of the honorable Members could not be entertained, if the House agreed to suspend the Rule.

And the Question being put;

Ordered, That the 78th Rule of this House, as to the selection of Committees, be suspended, and that the Special Committee to whom has been referred the said paragraph, be composed of Messieurs *Blake*, *Ross (Middlesex)*, *McCarthy*, *Cameron (Victoria, Ont.)*, *Blanchet*, *Laurier*, *Desjardins*, *Casgrain*, *Hall*, *Foster (King's, N.B.)*, *Burpee (St. John)*, *Richey*, *Robertson (Shelburne)*, *Brecken*, *Royal*, *Baker (Victoria, B.C.)*, and the Mover.

And then The House adjourned till Monday next.

Monday, 19th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—
 By Mr. *Gunn*,—The Petition of *George W. Sérviss* and others, of *Oshawa*.
 By Mr. *Rykert*,—The Petition of the *Welland Railway Company of Canada*.
 By Mr. *Hay*,—The Petition of the *Toronto Board of Trade*.

By Mr. *Sutherland* (Selkirk),—The Petition of *James Farquharson* and others, of the Electoral Division of *Selkirk*.

By Mr. *Cameron* (Victoria O.),—The Petition of the Reverend *William Cleland* and others, Ministers of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*.

By Mr. *McMillan* (Huron),—The Petition of *Ebenezer McMurray* and others, the Petition of *James Cameron* and others, of *Tuckersmith*; and the Petition of *James Smellie* and others, of *Stanley* and *Hay*, County of *Huron*.

By Mr. *Mulock*,—The Petition of *W. Barry* and others, of the Province of *Ontario*.

By Mr. *Richey*,—The Petition of the Reverend *Robert F. Burns*, D.D., and others, Members of the Congregation of *Fort Massey* Presbyterian Church, *Halifax*.

By Mr. *Somerville* (Bruce),—The Petition of the Reverend *Alexander Sutherland* and others, of the Village of *Kipley*, and Township of *Huron*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John Burns* and others, of *Shinimicas*; of *Samuel Moore* and others, of *Linden* and vicinity, County of *Cumberland*; of *William Forbes* and others, of *Goshen*; of *James H. Nichols* and others, of *Eight Island Lake*; of *Hugh McNeill* and others, of *Argyle*, County of *Guysborough*; of *Washington Chesley* and others; of *Benjamin Miller* and others, of *Bridgetown*, County of *Annapolis*; of *John Forbes* and others, of *Upper Sutherland's River*; of *David McQueen* and others, of *Sutherland's River*; of *John W. McBean* and others, of *Vale Colliery*, County of *Pictou*; of *Alexander Polson* and others, of *South River*; of the Reverend *J. F. Forbes* and others, of *Union Centre* County of *Antigonish*, all of *Nova Scotia*; of *Neil Taylor* and others; of *Melvin Adams* and others, of *Kempt Road* and *Broad Lands*, Township of *Restigouche*, County of *Bonaventure*; of the Reverend *W. K. Sutherland* and others, of *Glencoe* and *Ekfrid*; of the Reverend *James Gray* and others, of *Sussex*, County of *King's*, *New Brunswick*; and of the Reverend *D. Fitz Gerald*, D.D., Rector of *St. Paul's Church*, and others, of *Charlottetown*, *Prince Edward Island*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Municipal Council of the County of *Carleton*; praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may become law.

Of the Municipal Council of the County of *Carleton*; praying that an Act may be passed providing for the adjustment of difficulties arising between railway companies and the public, respecting rates and charges.

Of *John Murchison* and others, of *Grand River*, County of *Richmond*, *Nova Scotia*; praying that the Fishery Act may be so amended as to make the close season for fly-fishing for Salmon to correspond with the close season for net fishing.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House,—Supplementary Return of the Expenditure of the *British Columbia* Penitentiary, for the fiscal year ended the 30th June, 1882, in connection with the Report of the Minister of Justice as to Penitentiaries in *Canada*, for the year ending 30th June, 1882. (*Sessional Papers*, No. 29a.)

Ordered, That Mr. *White* (*Hastings*) have leave to bring in a Bill to incorporate the Loyal Orange Association of *British America*.

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Mr. *White* (*Hastings*) moved, seconded by Mr. *O'Brien*, and the Question being proposed, That the Bill be read a second time To-morrow;

Mr. *Coursol* moved, in amendment to the Question, seconded by Mr. *Burns*, That the word "To-morrow" be left out, and the words "this day six months" inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Amyot,</i>	<i>Coughlin,</i>	<i>Grandbois,</i>	<i>Massue,</i>
<i>Béchar,</i>	<i>Coursol,</i>	<i>Guilbault,</i>	<i>Méthot,</i>
<i>Benoit,</i>	<i>Curran,</i>	<i>Hackett,</i>	<i>Mitchell,</i>
<i>Bergeron,</i>	<i>Cuthbert,</i>	<i>Hall,</i>	<i>Montplaisir,</i>
<i>Bernier,</i>	<i>Daly,</i>	<i>Holton,</i>	<i>Mulock,</i>
<i>Billy,</i>	<i>Daoust,</i>	<i>Hurteau,</i>	<i>Pinsonneault,</i>
<i>Blanchet,</i>	<i>De Beaujeu,</i>	<i>Ives,</i>	<i>Pope,</i>
<i>Blondeau,</i>	<i>De St. Georges,</i>	<i>Jackson,</i>	<i>Rinfret,</i>
<i>Bolduc,</i>	<i>Desaulniers,</i>	<i>Labrosse,</i>	<i>Riopel,</i>
<i>Bossé,</i>	<i>Desjardins,</i>	<i>Landerkin,</i>	<i>Somerville (Bruce),</i>
<i>Bourassa,</i>	<i>Dodd,</i>	<i>Langevin,</i>	<i>Springer,</i>
<i>Bourbeau,</i>	<i>Dugas,</i>	<i>Laurier,</i>	<i>Tassé,</i>
<i>Burns,</i>	<i>Dupont,</i>	<i>Lesage,</i>	<i>Thompson,</i>
<i>Cameron (Huron),</i>	<i>Fleming,</i>	<i>Lister,</i>	<i>Trow,</i>
<i>Campbell (Renfrew),</i>	<i>Fortin,</i>	<i>Livingstone,</i>	<i>Valin,</i>
<i>Caron,</i>	<i>Fréchette,</i>	<i>McDonald (C. Breton)</i>	<i>Vanasse,</i>
<i>Casey,</i>	<i>Gagné,</i>	<i>Mackenzie,</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Geoffrion,</i>	<i>McMillan (Huron),</i>	<i>Wells,</i>
<i>Catudal,</i>	<i>Gigault,</i>	<i>McMillan (Vaudreuil)</i>	<i>Wheler,</i>
<i>Charlton,</i>	<i>Gillmor,</i>	<i>McGreevy,</i>	<i>Wilson,</i>
<i>Cimon,</i>	<i>Girouard (J. Gartier),</i>	<i>McIntyre,</i>	<i>Wood (Westm'd), and</i>
<i>Colby,</i>	<i>Girouard (Kent),</i>	<i>McIsaac,</i>	<i>Wright.—39.</i>
<i>Costigan,</i>			

NAYS:

Messieurs

<i>Allen,</i>	<i>Fairbank,</i>	<i>Kirk,</i>	<i>Ross (Middlesex),</i>
<i>Allison,</i>	<i>Farrow,</i>	<i>Kranz,</i>	<i>Rykert,</i>
<i>Armstrong,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John)</i>	<i>Scott,</i>
<i>Auger,</i>	<i>Fisher,</i>	<i>Mackintosh,</i>	<i>Scriver,</i>
<i>Bain,</i>	<i>Forbes,</i>	<i>McCallum,</i>	<i>Shakespeare,</i>
<i>Baker (Victoria),</i>	<i>Foster,</i>	<i>McCarthy,</i>	<i>Small,</i>
<i>Barnard,</i>	<i>Gordon,</i>	<i>McCraney,</i>	<i>Somerville (Brant),</i>
<i>Beaty,</i>	<i>Guillet,</i>	<i>McDougald,</i>	<i>Sproule,</i>
<i>Bell,</i>	<i>Gunn,</i>	<i>McLelan,</i>	<i>Sutherland (Oxford)</i>
<i>Blake,</i>	<i>Haggart,</i>	<i>McNeill,</i>	<i>Sutherland (Selkirk),</i>
<i>Bowell,</i>	<i>Harley,</i>	<i>Moffatt,</i>	<i>Taylor,</i>
<i>Brecken,</i>	<i>Hawkins,</i>	<i>O'Brien,</i>	<i>Tilley,</i>
<i>Bryson,</i>	<i>Hay,</i>	<i>Orton,</i>	<i>Tupper (Cumberland),</i>
<i>Burpee (St. John),</i>	<i>Hesson,</i>	<i>Paint,</i>	<i>Tupper (Pictou),</i>
<i>Burpee (Sunbury),</i>	<i>Hickey,</i>	<i>Paterson (Brant),</i>	<i>Tyrwhitt,</i>
<i>Cameron (Victoria),</i>	<i>Hilliard,</i>	<i>Pickard,</i>	<i>Wallace (Albert),</i>
<i>Carling,</i>	<i>Homer,</i>	<i>Platt,</i>	<i>Wallace (York),</i>
<i>Cochrane,</i>	<i>Innes,</i>	<i>Ray,</i>	<i>Watson,</i>
<i>Cockburn,</i>	<i>Irvine,</i>	<i>Reid,</i>	<i>White (Cardwell),</i>

<i>Cook,</i>	<i>Jamieson,</i>	<i>Richey,</i>	<i>White (Hastings),</i>
<i>Davies,</i>	<i>Keefer,</i>	<i>Robertson (Hamilton),</i>	<i>White (Renfrew),</i>
<i>Dawson,</i>	<i>Kilvert,</i>	<i>Robertson (Hastings),</i>	<i>Williams, and</i>
<i>Dickinson,</i>	<i>King,</i>	<i>Ross (Lisjar),</i>	<i>Woolworth.—94.</i>
<i>Dundas,</i>	<i>Kinney,</i>		

So it passed in the Negative.

Then the Main Question being put ;

Ordered, That the Bill be read a second time To-morrow.

Ordered, That the 51st Rule of this House be suspended as regards a Bill to unite the *Winnipeg and Hudson's Bay Railway and Steamship Company*, and the *Nelson Valley Railway and Transportation Company*, into one Corporation, under the name of "The *Winnipeg and Hudson's Bay Railway and Steamship Company*," in accordance with the recommendation of the Select Standing Committee on Standing Orders; and that Mr. *Cameron (Victoria)* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time ; and ordered to be read a second time To-morrow.

On motion of Mr. *McCarthy*, seconded by Mr. *Haggart*,

Ordered, That all the Petitions presented to the House this Session, for and against the passing of an Act constituting a Court of Railway Commissioners for *Canada*, and amending the Consolidated Railway Act, 1879, be referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for taking into consideration the Bill to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*, as amended in the Committee of the Whole House ;

Mr. *Williams* moved, seconded by Mr. *Richey*, and the Question being proposed, That the Bill be now taken into consideration ;

Mr. *Blake* moved, in amendment, seconded by Mr. *Laurier*, That all the words after " now," to the end of the Question, be left out, and the words " re-committed to " a Committee of the Whole House for the purpose of adding a proviso, that the Corporation shall within ten years after its acquisition of any real estate dispose of " such real estate as is not required for the use and occupation or other like purposes of the Corporation," inserted instead thereof ;

And the Question being put on the Amendment :—It was resolved in the Affirmative.

Then the Main Question, so amended, being put ;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of adding a proviso, that the Corporation shall within ten years after its acquisition of any real estate dispose of such real estate as is not required for the use and occupation or other like purposes of the Corporation.

The House accordingly resolved itself into the Committee ; and after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *White (Renfrew)* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate; and desire their concurrence.

The House, according to Order, again resolved itself into a Committee on the Bill respecting the "Crédit Foncier Franco-Canadien," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Scrivner* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Manitoba* and North-Western Fire Insurance Company; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sproule* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend an Act to incorporate the *Ontario* and *Quebec* Railway Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to grant certain powers to the *Acadia* Powder Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The Order of the Day being read, for the second reading of the Bill to incorporate the Royal Society of *Canada*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

On motion of Mr. *Platt*, seconded by Mr. *Springer*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of Orders in Council, Departmental Orders, and Reports, Correspondence, Petitions, Complaints, Recommendations and Reports from Postmasters and others, in relation to the change of Mail carriage since September 1st, 1882, from railway to horse carriage, in *Prince Edward* County; together with Statement, in detail, of the routes, Mail accommodation, cost of service and time of transit of Mail matter under the former and by the present plan.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Wallace (York)*, seconded by Mr. *Hilliard*,

Ordered, That there be laid before this House, copies of all Correspondence relating to the application of *John Stewart*, of *Woodbridge*, one of the Volunteers of 1837-8, for assistance, either by land grant, or otherwise, for his services in the defence of his country during those years.

On motion of Mr. *Vanasse*, seconded by Mr. *Homer*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Correspondence, from 1st July, 1867, to this date, between the Dominion Government and the several Provincial Governments of the Dominion, respecting the claims of each of the said Provincial Governments against the Dominion, for the repayment of sums expended by the Provinces on account of the Dominion for the administration of justice in the several Provinces; that is to say, for the arrest, trial, conviction and maintenance of persons guilty of violating the Criminal Law;

2nd. A Statement, in detail, of the claims settled, the date of settlement, the sums paid, and the names of the Provinces to which the payments were made.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Charlton*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence between the Government of *Canada* and the Government of the *United States*, or any Board of Trade in *Canada*, or the *United States*, upon the question of Reciprocal Trade relations between the two countries, on the general basis of the Reciprocity Treaty of 1854, since 1878.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Mitchell*, seconded by Mr. *Valin*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Correspondence between the Canadian Government and the Department of Marine and Fisheries, either with the British Government, or the Admiralty Department of that Government, in reference to the transfer of *Portage Island*, at the entrance of *Miramichi River*, to the Government of *Canada*; together with all Reports and Orders in Council in reference to that subject, and all correspondence bearing thereupon.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

Mr. *Casey* moved, seconded by Mr. *Weldon*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council locating the seat of Government of the *North-West Territories*, and headquarters of the Mounted Police at *Regina*, and directing the removal of the Lieutenant-Governor and other officials from *Battleford* to *Regina*, and of the Mounted Police from *Fort Walsh* to *Regina*, with Statement of expenses connected with such removal.

Copies of all Reports and Correspondence from the Lieutenant-Governor of the *North West Territories*, or other parties, on which the decision to remove the seat of Government to *Regina* was based; also, of all correspondence with the Canadian *Pacific Railway Company*, or other parties, in reference to the precise location of the proposed town site of *Regina*, and to any alteration of such location from that first proposed; also, of all correspondence with the Canadian *Pacific Railway Company*, or other parties in reference to the interest of the Government in any lots in the said town site, or any arrangement between them and said Company, in regard to the division of proceeds of sales of such lots.

Copies of Orders in Council or other authority, directing the construction at *Regina* of a Lieutenant-Governor's residence, Police Barracks, and other Public Buildings, with copies of all advertisements for tenders, tenders and contracts for the construction of the same, and Statement of all sums expended up to date on account of such construction.

Plan of township in which *Regina* is situated, shewing owner of each section, or part thereof as far as ascertainable, and also which sections or parts thereof are included in the town site as at first proposed and as finally settled; with the location of the different Public Buildings and of the Railway Station.

Statement of value of Public Buildings and furniture lately in use in *Battleford* and at *Fort Walsh*, and now disused, with amount, if any, realized from sales thereof.

Copies of Orders in Council locating the Headquarters of the Mounted Police at *Fort Ellice*.

Copies of Orders in Council locating the Headquarters of the Mounted Police at *Fort Pelly*.

Copies of Orders in Council, or other authority, directing the construction at *Fort Pelly* of Police Barracks, and other public buildings, with copies of all advertisements for tenders, tenders and contracts for the construction of the same, and Statement of all sums expended up to date, on account of such construction.

Copies of Orders in Council locating the seat of Government of the *North-West Territories* and Headquarters of the Mounted Police at *Battleford*, and directing the removal of the Lieutenant Governor, and other officials, and of the Mounted Police from *Fort Pelly* to *Battleford*, with Statement of expenses connected with such removal.

Copies of Orders in Council, or other authority, directing the construction at *Battleford* of a Lieutenant-Governor's residence, Police Barracks, and other public buildings, with copies of all advertisements for tenders, tenders and contracts for the construction of the same, and Statement of all sums expended up to date, on account of such construction;

And a Debate arising thereupon;

And the House having continued to sit till after Twelve of the Clock on Tuesday morning;

Tuesday, 20th March, 1883.

And the Question being put:—It was resolved in the Affirmative.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

And then The House, having continued to sit till a quarter of an hour after Twelve of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 20th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Macmaster*,—The Petition of the *Canada Atlantic Railway Company*.

By Mr. *Richey*,—The Petition of *Gasper Leslie* and others, of *Lawrence town*; and the Petition of *Peter Meser* and others, of *Cow Bay*, County of *Halifax*, *N.S.*

By Mr. *Woodworth*,—The Petition of *A. E. Porter* M.D., and others, of *Prince Albert* and vicinity.

By Mr. *McIsaac*,—The Petition of *Alexander D. Stewart* and others, of *Lochaber*; the Petition of *John Inglis* and others, of *Glen Alpine* and *Lochaber*; and the Petition of *Robert Stewart* and others, of *Middleton*, County of *Antigonish*.

By Mr. *Mulock*,—The Petition of *Robert Fraser* and others, of the Province of *Ontario*.

By Mr. *Carling*,—The Petition of the Professors, Lecturers and Teachers of *Dufferin College*, *London, Ontario*.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Third Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Bill to amalgamate the Presbyterian Ministers', Widows' and Orphans' Fund, in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces, in connection with the Church of Scotland, and to create a Corporation to administer such Funds; and have agreed to report the same, without any amendment.

Your Committee beg leave to recommend that the Fee and charges, less the charges of printing and translation, be re-funded on the above-mentioned Bill, as it is not liable to the Fees and charges levied on Private Bills, under Rule 58.

Your Committee have also considered the following Bills, and have agreed to the same, with amendments, viz.:—

Bill to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*.

Bill to incorporate the Dominion Phosphate and Mining Company.

With respect to the last-mentioned Bill, the question of jurisdiction having arisen, the same was reserved for the decision of your Honourable House.

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Third Report of the said Committee, which was read, as followeth:—

The Committee beg leave to submit, as their Third Report, the Report of the Sub-Committee appointed to audit the Printing Accounts, and for other purposes, together with the "Report of the Clerk of the Committee on the Printing Services of the past year," and the Parliamentary Printing Account, "Annual Statement from the 1st July, 1881, to the 30th June, 1882;" all hereto annexed, which, having been adopted, they respectfully recommend for the consideration of both Houses.

REPORT OF THE SUB-COMMITTEE.

COMMITTEE ROOM,
20th March, 1883.

The Sub-Committee of the Joint Committee of both Houses on the Printing of Parliament, to whom was referred the audit of the Printing Accounts for the past

year, and to ascertain if any changes were necessary in the distribution of the documents, printed on the recommendation of the Committee, beg now to report as follows:—

The annual Statement of the Parliamentary Printing Accounts, with vouchers, receipts, cheques, &c., were submitted to them by your Clerk, and although these accounts and vouchers had been previously audited by the Auditor General, and certified to by him, as being correct, still, your Committee in accordance with their usual practice, made a careful examination of these accounts, and are now happy to report that they found them correct, and the books, cheques and vouchers kept in excellent order.

The Sub-Committee directed its attention to the distribution lists, and they find that it is impossible to make any very great changes at present; the number of Blue Books and Documents printed are only sufficient to supply the distribution as it now stands, leaving a very small margin as a reserve.

The Sub-Committee would recommend that before the prorogation of Parliament the Committee should take the matter of distribution under its serious consideration, and if possible arrange with the Government to utilize in its distribution the large numbers of copies of the Blue Books, &c., printed by it for the different Departments. It is clear to your Committee that in some way additional copies of the various documents printed by you, must be provided for circulation.

The attention of the Sub-Committee was called to the inferior quality of the papers supplied by the Contractor, and directions were given to your Clerk, to write to the Contractor on the subject, and we hope the cause of complaint will be removed.

It must be gratifying to the Committee to perceive that a very large reduction in the cost of the printing service controlled by you has again been accomplished; the cost of the service in all forms for 1880-1881 being \$50,155 63

Same service for 1881 and 1882..... 38,709 24

Reduction \$11,446 39

The cost of the service is now less than the Sub-Committee believed it ever could be brought to.

The Sub-Committee is strongly of the opinion that in arranging for new contracts, efforts should be made to secure a better style of Printing and Binding.

The Sub-Committee in view of the possible necessity of extending the distribution List, and thereby increasing the cost of the service, think the appropriation asked for should not be less than the amount provided last year, say \$60,000.

In conclusion, your Committee are happy to be able to report, that your Clerk and the distribution Staff have performed their respective duties in a highly satisfactory manner.

All which is respectfully submitted.

J. SIMPSON,
THOS. WHITE,
ALPH. DESJARDINS,
GEO. W. ROSS, } *Sub-Committee.*

REPORT OF THE CLERK OF THE COMMITTEE.

To the Chairman and Members of the Joint Committee of both Houses on Printing:—

GENTLEMEN,—I beg to submit the annual Statement of the Receipts and Expenditure on account of the Printing of Parliament for the fiscal year ending 30th June, 1882.

To this Statement the Auditor-General has given his certificate of examination in the following words:—

"I certify to the correctness of the above account, so far as my duties give me a knowledge of it. I have no means of determining the quantity of paper or other material on hand."

The only observation necessary for me to make on this certificate is;—that the vault where the paper is stored is open at any time, on application, to the inspection of the Auditor-General. The counting of the bundles of paper therein, and the requisitions of the printer, will determine the quantity on hand; of other material we have none that I know of.

The statement shows a decrease in the Expenditure as compared with that of the preceding year.

The appropriation for the Printing services was reduced last year from \$70,000 to \$60,000.

The above statement might warrant a further reduction if the Committee should think it advisable.

William Cairns, one of the Sessional Messengers, has resigned his position in the Distributing Room. It is absolutely necessary the vacancy should be filled as speedily as possible, as temporary assistance had to be obtained to keep the work from accumulating.

The several services have been performed in the usual manner; but I must again call the attention of the Committee to the variation in the shade of colour in the paper. This is specially noticeable in the Blue Books. I have several times complained to the Contractor, but he seems to think it impossible but that such will occur in each separate making.

All which is respectfully submitted.

HENRY HARTNEY,

Clerk, Joint Committee on Printing.

COMMITTEE ROOM,
2nd March, 1883.

Dr.

PARLIAMENTARY PRINTING ACCOUNT—Annual Statement, &c.—Concluded.

Cr.

To Balance of Paper on hand --
 1913 Rms. of Royal, at 2.52½ \$4,830 33
 641 Rms. of Foolscap, at 9½ 624 97

\$5,455 30

Audited and found correct

J. SIMPSON,
 THOS. WHITE,
 ALPH. DESJARDINS,
 GEO. W. ROSS,
 ALEX. MACFARLANE.

Sub-Committee.

Total cost, as above.....\$51,483 89

REFUNDS:

Departmental Reports.....\$43,875 03
 Private Bills..... 982 66

14,857 69

Total cost, Parliamentary Printing, \$36,626 20
 To which should be added the cost of
 the Extra Copies Geological Survey
 as above..... 2,083 04

\$38,709 24

Numerically calculated, the cost for each House will stand thus:

The Senate.....\$10,260 53
 The House of Commons..... 28,458 71

\$38,709 24

I certify to the correctness of the above account so far as my
 duties give me a knowledge of it. I have no means of determining
 the quantity of paper or other material on hand.

J. L. McDougall,
 Auditor General

HENRY HARTNEY, Clerk,
 Printing of Parliament.

COMMITTEE ROOM,
 30th June, 1882.

On motion of Mr. *Mulock*, seconded by Mr. *Irvine*,
Ordered, That the Bill to amend "The Consolidated Railway Act, 1879," be withdrawn, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,
Ordered, That the Select Standing Committee on Railways, Canals and Telegraph Lines have leave to employ a short-hand writer to take down such evidence as the Committee may deem necessary.

On motion of Mr. *Hackett*, seconded by Mr. *Brecken*,
Resolved, That a Message be sent to the Senate requesting that their Honours will give leave to the Honourable Messieurs *Carvell*, *Haythorne* and *Howlan*, three of their Members, to attend and give evidence before the Select Committee of this House, appointed to enquire into, and report on the subject of Steam Communication between *Prince Edward Island*, and the Mainland.

Ordered, That the Clerk do carry the said Message to the Senate.

The House, according to Order, resolved itself into a Committee on the Bill to further amend an Act intituled: "An Act relating to Banks and Banking," and the several Acts amending the same, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill intituled: "An Act to incorporate 'The Central Bank of Canada'," without any amendment.

Also, the Senate have passed a Bill intituled: "An Act to amend 'The Canada Civil Service Act, 1882'," to which they desire the concurrence of this House.

Also, the Senate have passed a Bill intituled: "An Act to amend and consolidate the Acts relating to the Superannuation of persons employed in the Civil Service of Canada," to which they desire the concurrence of this House.

Also, the Senate have passed a Bill intituled: "An Act to amend 'The Post Office Act, 1875'," to which they desire the concurrence of this House.

And also, the Senate have passed a Bill intituled: "An Act respecting The Northern Railway Company of Canada," to which they desire the concurrence of this House.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Leonard Tilley*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend 'The Canada Civil Service Act, 1882'," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Sir *Leonard Tilley*, seconded by Sir *Hector L. Langevin*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend and consolidate the Acts relating to the Superannuation of persons employed in the Civil Service of Canada," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *Carling*, seconded by Mr. *Costigan*,
Ordered, That the Bill from the Senate, intituled: "An Act to amend 'The Post Office Act, 1875,'" be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Haggart*,
Ordered, That the Bill from the Senate, intituled: "An Act respecting The Northern Railway Company of *Canada*," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for taking into consideration the Bill to provide for the punishment of Adultery, Seduction and like offences, as amended in the Committee of the Whole House;

Mr. *Charlton* moved, seconded by Mr. *Cameron (Huron)*, and the Question being put, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following as Clause 1:—

1.—Any man who shall, under promise of marriage, seduce and have illicit connection with any unmarried female of previous chaste character, shall be guilty of a misdemeanour, and shall be punishable as hereinafter mentioned: Provided, in the case of an unmarried man, that subsequent marriage of the parties or a *bond fide* offer of marriage on the part of the defendant may be pleaded in bar of a conviction; the House divided: and the names being called for; they were taken down, as follow:—

YEAS :

Messieurs

<i>Allan,</i>	<i>Cook,</i>	<i>Jackson,</i>	<i>Ray,</i>
<i>Auger,</i>	<i>Cuthbert,</i>	<i>Jamieson,</i>	<i>Reid,</i>
<i>Bain,</i>	<i>Daly,</i>	<i>Keefer,</i>	<i>Ross (Middlesex),</i>
<i>Earnard,</i>	<i>Davies,</i>	<i>Kinney,</i>	<i>Scott,</i>
<i>Béchar,</i>	<i>Dickinson,</i>	<i>Kirk,</i>	<i>Scriver,</i>
<i>Benson,</i>	<i>Dundas,</i>	<i>Kranz,</i>	<i>Somerville (Brant),</i>
<i>Bernier,</i>	<i>Fairbank,</i>	<i>Landerkin,</i>	<i>Somerville (Bruce),</i>
<i>Blake,</i>	<i>Farrow,</i>	<i>Laurier,</i>	<i>Springer,</i>
<i>Bourassa,</i>	<i>Fleming,</i>	<i>Lister,</i>	<i>Sutherland (Oxford),</i>
<i>Bowell,</i>	<i>Forbes,</i>	<i>Livingstone,</i>	<i>Taylor,</i>
<i>Brecken,</i>	<i>Foster,</i>	<i>Mackenzie,</i>	<i>Thompson,</i>
<i>Bryson,</i>	<i>Gilmor,</i>	<i>Mackintosh,</i>	<i>Tilley,</i>
<i>Burns,</i>	<i>Gordon,</i>	<i>McMillan (Huron),</i>	<i>Trow,</i>
<i>Burpee (Sunbury),</i>	<i>Gullet,</i>	<i>McCraney,</i>	<i>Tyrwhitt,</i>
<i>Cameron (Huron),</i>	<i>Gunn,</i>	<i>McIntyre,</i>	<i>Wallace (Albert),</i>
<i>Campbell (Renfrew),</i>	<i>Hail,</i>	<i>McIsaac,</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Harley,</i>	<i>McLelan,</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Hay,</i>	<i>Mulock,</i>	<i>Wheler,</i>
<i>Catudal,</i>	<i>Hilbard,</i>	<i>Paint,</i>	<i>White (Cardwell),</i>
<i>Charlton,</i>	<i>Holton,</i>	<i>Paterson (Brant),</i>	<i>White (Hastings),</i>
<i>Cochrane,</i>	<i>Innes,</i>	<i>Patterson (Essex),</i>	<i>Wigle, and</i>
<i>Cockburn,</i>	<i>Irvine,</i>	<i>Pickard,</i>	<i>Wilson.—91.</i>
<i>Colby,</i>	<i>Ives,</i>	<i>Platt,</i>	

NAYS :

Messieurs

<i>Abbott,</i>	<i>Curran,</i>	<i>Grandbois,</i>	<i>Mitchell,</i>
<i>Amyot,</i>	<i>Daoust,</i>	<i>Guilbault,</i>	<i>Montplaisir,</i>
<i>Baker (Victoria),</i>	<i>Dawson,</i>	<i>Hackett,</i>	<i>Orton,</i>
<i>Bell,</i>	<i>De Beaujeu,</i>	<i>Haggart,</i>	<i>Pinsonneault,</i>
<i>Benoit,</i>	<i>De St. Georges,</i>	<i>Hickey,</i>	<i>Pope,</i>
<i>Bergeron,</i>	<i>Desaulniers,</i>	<i>Homer,</i>	<i>Rinfret,</i>
<i>Bergin,</i>	<i>Lesjardins,</i>	<i>Hurteau,</i>	<i>Robertson (Hamilton),</i>
<i>Blanchet,</i>	<i>Do'd,</i>	<i>Kilvert,</i>	<i>Robertson (Hastings),</i>
<i>Blondeau,</i>	<i>Dugas,</i>	<i>Labrosse,</i>	<i>Small,</i>
<i>Bossé,</i>	<i>Dupont,</i>	<i>Langevin,</i>	<i>Sproule,</i>
<i>Bourbeau,</i>	<i>Ferguson (Welland),</i>	<i>McDonald (C. Breton)</i>	<i>Tassé,</i>
<i>Cameron (Victoria),</i>	<i>Fortin,</i>	<i>Macmaster,</i>	<i>Tupper (Cumberland),</i>
<i>Campbell (Victoria),</i>	<i>Fréchette,</i>	<i>McMillan (Vaudreuil)</i>	<i>Tupper (Pictou),</i>
<i>Carling,</i>	<i>Gagné,</i>	<i>McCallum,</i>	<i>Vanasse,</i>
<i>Caron,</i>	<i>Geoffrion,</i>	<i>McCarthy,</i>	<i>Wallace (York),</i>
<i>Cimon,</i>	<i>Gigault,</i>	<i>McDougald,</i>	<i>White (Renfrew),</i>
<i>Costigan,</i>	<i>Girouard (J. Cartier),</i>	<i>McNeill,</i>	<i>Williams, and</i>
<i>Coughlin,</i>	<i>Girouard (Kent),</i>	<i>Massue,</i>	<i>Wood (West'land).-73</i>
<i>Coursol,</i>			

So it was resolved in the Affirmative.

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following as Clause 1 :

1.—Any man who shall, under promise of marriage, seduce and have illicit connection with any unmarried female of previous chaste character, shall be guilty of a misdemeanour, and shall be punishable as hereinafter mentioned: Provided, in the case of an unmarried man, that subsequent marriage of the parties or a *bonâ fide* offer of marriage on the part of the defendant, may be pleaded in bar of a conviction.

The House accordingly resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ives* reported, That the Committee had amended the Bill.

And the Question being proposed, That the Bill, as amended, be now taken into consideration;

Mr. *Cameron (Victoria)* moved, in amendment, seconded by Mr. *Bergin*, That all the words after "now" to the end of the Question, be left out, and the words, "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words 'proving the offence to have been committed,' at the end of the 4th Clause," inserted instead thereof;

And a Debate arising thereupon;

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Cameron (Victoria)*,

Ordered, That the Debate be adjourned.

The House, according to Order, resolved itself into a Committee on the Bill for the better prevention of fraud in relation to Contracts involving the expenditure of Public Moneys, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ross (Middlesex)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill further to amend "The Consolidated Railway Act, 1879 ;"

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to amend the Criminal Law, and to make special provision for the punishment of persons convicted of wife beating;

The Bill was accordingly read a second time; and referred to a Select Committee, composed of Messieurs *McCarthy*, *Tupper* (*Pictou*), *Davies*, *Robertson* (*Hamilton*), *Wood* (*Brookville*), *Weldon*, *Cameron* (*Victoria*), *Cameron* (*Huron*), *Girouard* (*Jacques Cartier*), *Amyot*, and *Casgrain*.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*Sunbury*),

Ordered, That there be laid before this House, a Return of the number of Cadets that have graduated at the Royal Military College since its establishment; the number who have obtained Commissions in the Imperial service; the number who have been appointed to the permanent Military Corps. Also, the names of any officers appointed to "A" and "B" Batteries of Artillery since February 6th, 1880, who have not graduated at the Royal Military College, and of those appointed who graduated at the College.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee* (*Sunbury*),

Ordered, That there be laid before this House, a Return of leases or licenses to fish on rivers in the Province of *New Brunswick*, granted by the Department of Marine and Fisheries, and the annual rent received on each; the number of leases or licenses cancelled or surrendered, and shewing up to what date the annual rents have been paid.

And then The House adjourned till To-morrow.

Wednesday, 21st March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Gillmor*,—The Petition of *Robert King* and others, of *Baillie, St. James, N.B.*

By Mr. *Gigault*,—The Petition of His Grace the Archbishop of *Quebec* and others.

By Mr. *Jamieson*,—The Petition of the Reverend *F. L. Stephenson* and others, of *Almonte*; and the Petition of *Francis T. Frost*, Mayor, and others, of *Smith's Falls*.

By Mr. *Charlton*,—The Petition of the Reverend *Duncan B. Blair* and others, of *Blue Mountain*, County of *Pictou, Nova Scotia*.

By Mr. *Richey*,—The Petition of *O. T. Daniel* and others; and the Petition of the Reverend *Louis H. Jordan* and others, of *Halifax, Nova Scotia*.

By Mr. *Kirk*,—The Petition of *Neil McQuarrie* and others, of *Goldenville*, County of *Guysborough, Nova Scotia*.

By Mr. *Mulock*,—The Petition of *D. F. Doan* and others; the Petition of *J. E. Howell* and others, of the Province of *Ontario*; and the Petition of the Municipal Corporation of *Aurora*.

By Mr. *Davies*,—The Petition of the Reverend *Alexander Munro* and others, of *Valleyfield and Brown's Creek*.

By Mr. Paint,—The Petition of the Reverend *G. Lawson Gordon* and others, of *Grand River* and vicinity, County of *Richmond, Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *George W. Serviss* and others, of *Oshawa*; of *James Farquharson* and others, of the Electoral Division of *Selkirk*; of *Ebenezer McMurray* and others; of *James Cameron* and others, of *Tuckersmith*; of *James Smillie* and others, of *Stanley* and *Hay*, County of *Huron*; of the Reverend *Robert F. Burns, DD.*, and others, Members of the Congregation of *Fort Massey* Presbyterian Church, *Halifax*; and of the Reverend *Alexander Sutherland* and others, of the Village of *Ripley* and Township of *Huron*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *Welland Railway Company of Canada*; praying that the Bill, now before Parliament, for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of the *Toronto* Board of Trade; praying that the Bill, now before Parliament, for the equitable distribution of Insolvent's estates, may not become law.

Of the Reverend *William Cleland* and others, Ministers of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*; praying that the Bill now before Parliament, to amend the Act 45 *Victoria*, Chapter 124, respecting the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*, may not pass, unless their vested rights and privileges are in no way impaired or prejudicially affected, and that the original trusts, upon which the said Fund was set apart by the creators of the trust, may be fully carried out and their interests protected.

Of *W. Barry* and others, of the Province of *Ontario*; praying that the Consolidated Railway Act may be so amended, that no Railway shall be permitted to amalgamate, pool, or otherwise enter into such combination with any other Railways without the sanction previously obtained of Parliament or the Government.

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Fourth Report of the said Committee, which was read, as followeth:—

The Committee carefully examined the following documents, and recommend that they be printed, viz.:—

[By reference from the House of Commons.]—Appendix to the Report of the Select Committee appointed last Session to enquire into the effects of the National Policy upon the Agricultural Interests of the Dominion of *Canada*. 10,000 copies in English, and 5,000 copies in French.

Report giving full information on all subjects affecting the *Canadian Pacific Railway* up to the latest date. (No. 27.)

Report of the *Canadian Pacific Railway Company* in account with the Government of *Canada*, viz.: Memorandum as to substitution of *Canadian Pacific Railway* of *Credit Valley* Stock for \$1,000,000 cash deposit, and schedule of correspondence, as to *Canadian Pacific Land Grant Bonds*. (No. 27a, c.)

Memorandum on the progress of construction of the *Canadian Pacific Railway* dated *Montreal*, 21st February, 1883. (No. 27d.)

Further Report giving full information on all subjects affecting the *Canadian Pacific Railway* up to the latest date. (No. 27e.)

Copies of the several communications of the *Canadian Pacific Railway* on the subject of the allotment and conveyance of lands as they are earned under the contract between the Company and the Government. (No. 27f.)

Return to Order,—List of the Returning Officers appointed for the General Election of 1882, other than Registrars or Sheriffs, &c., and a list of the Sheriffs and

Registrars for the Districts in which such other Returning Officers were appointed. (No. 33.)

Return to Order,—Shewing the quantity in tons of Coal exported from each Port in *Nova Scotia* for the year ending 30th June, 1882, also for the six months ending December 31st, 1882, and the countries to which exported; also quantities sent by rail or water (separately) to any Ports of *Quebec* and *Ontario*. (No. 36.)

Regulations for the disposal of Coal Lands approved by His Excellency the Administrator of the Government in Council on the 2nd of March, 1883, substituted for those of the 17th December, 1881. (No. 36a.)

Copies of Orders in Council,—Instructions and forms for Bounty Claims, submitted in compliance with the Act 45 *Victoria*, Chapter 18. (No. 37.)

Return to Address (Senate),—Correspondence relating to the Mail Service between *Canada* and the United Kingdom, or to the rates of freights charged by the proprietors of the line of Steamships by which such Mail Service is performed. (No. 39.) (*Sessional Papers only*.)

Return to Order,—shewing the quantity of Rolling Stock purchased for the Intercolonial Railway during the year ending 31st December, 1882, the parties from whom bought, and the cost and the number built in the Government Workshops. (No. 40.)

Return to Order,—Statement of the revenue and working expenses of the Intercolonial Railway accrued for the six months of each year ending December 31st, 1880, 1881 and 1882, under the several divisions. (No. 40a.)

Return to Address,—Copies of all Orders in Council, and the Commission issued to certain persons in connection with claims arising out of the construction of the Intercolonial Railway, &c. (No. 40b.)

Return to Order,—Correspondence with the Government during the year 1882, referring to the construction of a railway bridge over the River *St. John*, at *St. John*. (No. 47.)

The Committee would also recommend that the following documents be not printed, viz.:—

Canadian Pacific Railway Company,—"Rails Advance Account," "Land Grant Bond Account," "Current Account and Subsidy Account." (No. 27b.)

Statement of Expenditure of the *British Columbia* Penitentiary, for the year ended 30th June, 1882. (No. 29a.)

Return to Order,—Statement containing the names and residence of all the militiamen of 1812, who received their pensions during the last fiscal year, and the sum given to each. (No. 31a.)

Return to Order,—Copies of Returns, annual and monthly, made by the *Banque de St. Jean* since 1875 to the Government; also copies of certificates granted by the Treasury Board to the said Bank on going into operation. (No. 34.)

Return to Order,—Return shewing, 1st, the number of Licensed Tobacco Manufactories on 1st February, 1883; 2nd, the quantity of Canadian Leaf used in Tobacco Manufactories since 1880; 3rd, the quantity of Cigars and Cavendish produced since 1st May, 1880, from Canadian Leaf. (No. 35.)

Return to Order,—Statement shewing the number of Seizures made at each Port of Entry in the Dominion during the last fiscal year, &c., the amount of Fines exacted, and how disposed of, &c. (No. 38.)

Return to Order,—Return of all claims presented for drawback on materials used for shipbuilding for the year ending 30th June, 1882, &c., giving name of applicant, &c. (No. 45.)

Return to Order,—Correspondence in reference to the construction of an addition to the Pier of *St. Jean Port Joli*, County of *L'Islet*, &c. (No. 46.)

Return to Order,—Containing the names of persons in the employ of the Customs Department in the City of *Montreal*, as Supernumerary Clerks, who have been constantly employed for not less than six months previous to 1st July, 1882. (No. 49.)

Mr. *Abbott*, from the Select Standing Committee on Banking and Commerce, presented to the House the Third Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the Bill to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*, and have agreed to report the same, amended.

Your Committee would recommend that, as the time for the reception of Reports of Committees on Private Bills expires to-day, the same be extended for a period of four weeks.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bill presented to the House the Fourth Report of the said Committee, which was read, as followeth:—

The promoters of the Bill to amend the Act of the Dominion of *Canada*, 45 *Victoria*, Chapter 124, respecting the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*, having expressed their intention of not proceeding with the Bill, your Committee recommend that the same be withdrawn, and that the Fee and charges paid thereon be refunded, less the charges for printing and translating.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Haggart*,

Resolved, That this House doth concur in the Third Report of the Joint Committee of both Houses on the Printing of Parliament.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, delivered to Mr Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered), and is as followeth:—

Lorne.

The Governor General transmits to the House of Commons, Estimates of sums required for the Service of the Dominion, for the year ending 30th June, 1884; and, in accordance with the provisions of "The British North America Act, 1867," he recommends these Estimates to the House of Commons. (*Sessional Papers, No. 1.*)

GOVERNMENT HOUSE,

Ottawa, 21st March, 1883.

On motion of Sir *Leonard Tilley*, seconded by Sir *John A. Macdonald*,

Ordered, That the said Message, together with the Estimates accompanying the same, be referred to the Committee of Supply.

On motion of Mr. *Abbott*, seconded by Mr. *Haggart*,

Ordered, That the time for receiving Reports of Committees on Private Bills be extended for a period of four weeks from this date, in accordance with the recommendation of the Select Standing Committee on Banking and Commerce.

On motion of Mr. *Charlton*, seconded by Mr. *Mackenzie*,

Ordered, That the Bill to amend the Act of the Dominion of *Canada*, forty-fifth *Victoria*, Chapter one hundred and twenty-four, respecting the Temporalities Fund of the Presbyterian Church of *Canada*, in connection with the Church of *Scotland*, be withdrawn, and that the Fee and charges paid thereon, less the charges for printing and translating, be refunded, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
~~Resolved~~ Resolved, That when the House adjourns this day, it do stand adjourned till
 Wednesday next, at Three o'clock P.M.

~~Mr. Irvine~~ Mr. *Irvine* moved, seconded by Mr. *Mulock*, and the Question being put, That
 Mr. Speaker do now leave the Chair for the House in Committee to consider the
 following proposed Resolution: That it is expedient to amend the Weights and
 Measures Act of 1879, by providing that the weight equivalent to a bushel of the
 following articles should be those hereinafter set forth:—Oats, thirty-two pounds;
 Timothy Seed, forty-five pounds:—It passed in the Negative.

Mr. *Beaty* moved, seconded by Mr. *Kranz*, and the Question being proposed,
 That a Message be sent to the Senate requesting their Honours to unite with this
 House in the formation of a Joint Committee for the purpose of revising the Rules
 relating to the duties of the Committee of Standing Orders in each House, and speci-
 ally whether one Joint Committee of both Houses should not be named to do the
 work of the said Committee for both Houses; and also informing their Honours that
 Messieurs *Ives, Daly, Casgrain, Gunn, Dawson*, and the Mover, will act as Members of
 such Committee on the part of this House;

And a Debate arising thereupon;

On motion of Sir *Leonard Tilley*, seconded by Sir *Charles Tupper*,
 Ordered, That the Debate be adjourned.

On motion of Mr. *McNeill*, seconded by Mr. *Dawson*,

Resolved, That an humble Address be presented to His Excellency the Governor
 General, praying His Excellency to cause to be laid before this House, a Return of
 all Orders in Council, documents and correspondence, relating to the granting of
 licenses to cut timber, whether pine or any other description of timber whatsoever,
 on Indian Lands, within the Province of *Ontario*, from January, 1875, up to the pre-
 sent time.

Ordered, That the said Address be presented to His Excellency by such Members
 of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Mackenzie*,

Resolved, That an humble Address be presented to His Excellency the Governor
 General, praying His Excellency to cause to be laid before this House, a Statement
 of the number of persons entering *Manitoba* by rail during each month of the last
 calendar year; and of the number of persons leaving *Manitoba* by rail during each
 such month; also, copies of all Correspondence, Reports, data and Statements on
 which are based the estimates made by the Government of the number of immigrants
 who have settled in each Province of *Canada* and in the *North-West Territories* during
 the year; and of the number of Canadians who have left each Province or Terri-
 tory of the Dominion during the year.

Ordered, That the said Address be presented to His Excellency by such Members
 of this House as are of the Queen's Privy Council.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an
 Order of this House, dated 7th March, 1883, for a copy of Contract for the building of
 the Drill Shed at *Iona, Ontario*, with Report of inspection of the same, and of all
 Correspondence or Reports in regard to the payment of the Contractor, and
 Statement of all sums paid to him on account of such contract. (*Sessional Papers*,
No. 50.)

And then The House adjourned till Wednesday next.

Wednesday, 28th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *McIsaac*,—The Petition of the Reverend *P. Goodfellow* and others, of the County of *Antigonish, Nova Scotia*.

By Sir *Charles Tupper*,—The Petition of *Peter McDonald* and others, of *Pugwash*; and the Petition of *Samuel Simpson* and others, of *Gulf Shore, County of Cumberland, Nova Scotia*.

By Mr. *Kilvert*,—The Petition of the Reverend *John James, D.D.*, and others, of *Knox Church, Hamilton, Ontario*.

By Mr. *Campbell (Victoria)*,—The Petition of *Peter Clark* and others, of *Cape North, County of Victoria, Nova Scotia*.

By Mr. *Patterson (Essex)*,—The Petition of the Municipal Council of the County of *Essex*.

By Mr. *Carling*,—The Petition of the *London Board of Trade*.

Pursuant to the Order of the Day, the following Petitions were read and received :—

Of the *Canada Atlantic Railway Company*; praying that the Bill now before Parliament for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879, may not become law.

Of *Gasper Leslie* and others, of *Lawrencetown*; of *Peter Meser* and others, of *Cow Bay*; of *O. T. Daniel* and others; of the Reverend *Louis H. Jordan* and others, of *Halifax, County of Halifax*; of *Alexander D. Stewart* and others, of *Lochaber*; of *John Inglis* and others, of *Glen Alpine and Lochaber*; of *Robert Stewart* and others, of *Middleton, County of Antigonish*; of the Reverend *Duncan B. Blair* and others, of *Blue Mountain, County of Pictou*; of *Neil McQuarrie* and others, of *Goldenville, County of Guysborough*; of the Reverend *G. Lawson Gordon* and others, of *Grand River and vicinity, County of Richmond, all of Nova Scotia*; of *Robert King* and others, of *Baillie, St. James, New Brunswick*; and of the Reverend *Alexander Munro* and others, of *Valleyfield and Brown's Creek*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of *A. E. Porter, M.D.*, and others, of *Prince Albert* and vicinity; praying that patents may be issued to settlers in the *North-West Territories* who located their lands prior to the transfer of the said Territories to *Canada*, or prior to October, 1879, and who have improved the same or complied with the law respecting homesteads, or are prepared to pay the Government price therefor prior to that date, and for other measures in favour of settlers in the said Territories.

Of *Robert Fraser* and others; of *D. F. Doan* and others; of *J. E. Howell* and others; and of the Municipal Corporation of *Aurora*, all of the Province of *Ontario*; severally praying that the Consolidated Railway Act may be so amended, that no railway shall be permitted to amalgamate, pool, or otherwise enter into such combination with any other railways, without the sanction previously obtained of Parliament or the Government.

Of the Professors, Lecturers and Teachers of *Dufferin College, London, Ontario*; praying for the admission, free of duty, of at least two copies of each work, when imported for use of Colleges and Public Libraries.

Of His Grace the Archbishop of *Quebec* and others; praying for the adoption of more stringent measures in relation to the granting of licenses for the sale of Intoxicating Liquors, and to the regulation of houses of public entertainment in the Province of *Quebec*.

Of the Reverend *F. L. Stevenson* and others, of *Almonte*; and of *Francis T. Frost*, Mayor, and others, of *Smith's Falls*; severally praying for the abolition of the duty on books imported into *Canada*.

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 16th February, 1883, for copies of the Order in Council dismissing Mr. *Octave C. de la Chevrotière* from his position as keeper of a lighthouse situated in the Parish of *Lotbinière*, in the County of *Lotbinière*, and of all complaints, Petitions or Reports, in relation to such dismissal. (*Sessional Papers*, No. 51.)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 20th February, 1883, for—1. All correspondence in reference to the removal to *Richmond, Halifax*, of *William D. McCallum*, Chief Train Despatcher at *Truro*, covering a period extending from the 1st day of September, 1881, to 7th December, 1881. 2. All correspondence from 7th December, 1881, to 25th March, 1882, touching his removal to *Truro, N.S.*, and being offered an inferior position, and the recommendations upon which the same was decided upon. 3. All correspondence from 25th March, 1882, to date of his final dismissal on 5th September, 1882, and subsequently, if any. 4. All correspondence from *James Coleman*, Superintendent at *Truro*, touching the promotion, dismissal, or degradation of the said *W. D. McCallum*, and also the correspondence of others to *D. Pottinger*, Esq., Chief Superintendent at *Moncton*, correspondence touching the same to Sir *S. L. Tilley*, correspondence from *D. Pottinger*, Esq., to *C. Schreiber*, correspondence from *C. Schreiber* and others to Sir *Charles Tupper*, all in reference to the same. All recommendations and Reports from any persons touching the dismissal or degradation of the said *W. D. McCallum* to the various Heads of Departments. The Reports of all investigations touching the same. (*Sessional Papers*, No. 40c.)

Ordered, That Sir *Charles Tupper* have leave to bring in a Bill to amend "An Act respecting the Offices of Receiver General and Minister of Public Works," as to the powers of the Minister of Railways and Canals.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. *Ross (Middlesex)* moved, seconded by Mr. *Charlton*, and the Question being proposed, That, in the opinion of the House, it is desirable, as near the close of each financial year as possible, to publish a digest of all the Departmental Reports containing such information in regard to the financial condition of the country, its commerce, shipping, imports, exports and population, and such other statistics as may, in the judgment of the Minister of Agriculture and Statistics, be in the public interest; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have given leave to the Honourable Messieurs *Carvell*, *Haythorne* and *Howlan*, three of their Members, to attend and give evidence before the Select Committee appointed by this House to inquire into and report on the subject of Steam Communication between *Prince Edward Island* and the Mainland, if they think fit.

Also, the Senate have passed a Bill intituled: "An Act further to amend 'The Interpretation Act,'" to which they desire the concurrence of this House.

And also, the Senate have passed a Bill intituled: "An Act respecting booms and other works constructed in navigable waters, whether under the authority of

"Provincial Acts, or otherwise," to which they desire the concurrence of this House.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the Bill from the Senate, intituled: "An Act further to amend "The Interpretation Act," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *Gordon*, seconded by Mr. *Shakespeare*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence not yet laid before it, between the Governments of *Canada* and *British Columbia* on the subject of the construction of the *Esquimalt* and *Nanaimo* Railway.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Forbes*, seconded by Mr. *Vail*,

Ordered, That there be laid before this House, copies of all correspondence between the Minister of Marine and Fisheries, or his Deputy, and any person or persons concerned in the employment of the Government Steamer *Newfield*, in aiding the wrecked Steamship *Moravian*; also, a Statement of the number of days during which the said *Newfield* was employed; the remuneration agreed upon, and the amount received by the Government for said services.

On motion of Mr. *Reid*, seconded by Mr. *Brecken*,

Ordered, That there be laid before this House, copies of all correspondence, Petitions and Reports in the possession of the Government, relating to Mail Service between *Barkerville* and *Forks of Quesnelle*, in the Province of *British Columbia*, since the year 1878.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement shewing separately for each year since the establishment of the Superannuation Fund:—

1. The number of persons on the list for the year as entitled to the benefit of the Act.

2. The number superannuated during the year under the Act.

3. The number retired during the year on a gratuity under the Act.

4. The total amount paid into the Fund from the beginning by those who were during the year superannuated, or retired on a gratuity; distinguishing between those whose superannuation was caused by the abolition of office.

5. The number of persons on the list for the year who died in the service;—and

6. The total amount paid into the Fund from the beginning by those who during the year died in the service.

On motion of Mr. *Vanasse*, seconded by Mr. *Lesage*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Statement shewing:

1st. The names of all Railway Companies which have made application to the Government or Parliament of *Canada*, for subsidies or grants in money, in land or otherwise, from 1876 up to this date;

2nd. The names of all Railway Companies to which have been granted and paid subsidies or grants in money, land or otherwise, by the Dominion Government, from 1867 to this date;

3rd. The sums paid to each of the said Railway Companies from 1867 to this date ;

4th. The length of the said Railways ;

5th. The names of the Province or Provinces traversed by the said Railways ;

6th. The original amount of the mortgage held by the Dominion of *Canada* on the properties of the Northern Railway Company of *Canada* ;

7th. Copy of the Order in Council effecting the discharge of the said mortgage in favour of the said Company, the date of the said discharge, and the amount of interest accrued on the said mortgage at the date of discharge ;—and

8th. The amounts paid by the Government of *Canada* from 1867 to this date, for the extension of the Intercolonial Railway in the City of *Halifax*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

A Bill to amend the Criminal Law, and to extend the provisions of the Act respecting offences against the person, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the third reading of the Bill for the better prevention of fraud in relation to contracts involving the expenditure of public moneys ;

Mr. Casgrain moved, seconded by *Mr. Cameron (Huron)*, and the Question being proposed, That the Bill be now read the third time ;

Mr. Ross (Middlesex) moved, in amendment, seconded by *Mr. Charlton*, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following Clause :—" 4. Whosoever, for the purpose of assisting " in any election to the Parliament of *Canada*, while performing any such contract " or awaiting payment in respect of any such contract, subscribes, furnishes, gives or " promises to give or furnish any sum of money or consideration whatsoever, either " directly or indirectly by himself or by the agency of another person on his " behalf, to any person whomsoever, is guilty of a misdemeanour, and shall, on " conviction thereof, be liable, at the discretion of the Court, to pay a penalty of " not less than one thousand dollars, together with imprisonment for a term of not " less than one month and not more than twelve months; and in default of payment " of the penalty so incurred, the offender shall be imprisoned for a further term of " twelve months unless such penalty be sooner paid," inserted instead thereof ;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow :—

YEAS :

Messieurs

<i>Armstrong,</i>	<i>Cockburn,</i>	<i>King,</i>	<i>Ray,</i>
<i>Auger,</i>	<i>Cook,</i>	<i>Kirk,</i>	<i>Ross (Middlesex).</i>
<i>Bain,</i>	<i>Dupont,</i>	<i>Landerkin,</i>	<i>Scriver,</i>
<i>Bernier,</i>	<i>Fisher,</i>	<i>Laurier,</i>	<i>Somerville (Brant),</i>
<i>Blake,</i>	<i>Fleming,</i>	<i>McMillan (Huron),</i>	<i>Somerville (Bruce),</i>
<i>Bourassa,</i>	<i>Forbes,</i>	<i>McCraney,</i>	<i>Springer,</i>
<i>Burpee (Sunbury),</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Trow,</i>
<i>Cameron (Huron),</i>	<i>Gunn,</i>	<i>McIsaac,</i>	<i>Vail,</i>

<i>Campbell (Renfrew),</i>	<i>Harley,</i>	<i>Mulock,</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Innes,</i>	<i>Paterson (Brant),</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Pickard,</i>	<i>Wheler, and</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Platt,</i>	<i>Wilson.—49.</i>
<i>Charlton,</i>			

NAYS:

Messieurs

<i>Allison,</i>	<i>Daoust,</i>	<i>Hickey,</i>	<i>Quimet,</i>
<i>Amyot,</i>	<i>Dawson,</i>	<i>Hilliard,</i>	<i>Paint,</i>
<i>Baker (Missisquoi),</i>	<i>De Beaujeu,</i>	<i>Homer,</i>	<i>Patterson (Essex),</i>
<i>Beaty,</i>	<i>Desaulniers,</i>	<i>Jamieson,</i>	<i>Reid,</i>
<i>Benoit,</i>	<i>Desjardins,</i>	<i>Kilvert,</i>	<i>Richey,</i>
<i>Benson,</i>	<i>Dickinson,</i>	<i>Kinney,</i>	<i>Robertson (Hastings),</i>
<i>Bergeron,</i>	<i>Dodd,</i>	<i>Kranz,</i>	<i>Rykert,</i>
<i>Billy,</i>	<i>Dugas,</i>	<i>Labrosse,</i>	<i>Scott,</i>
<i>Blondeau,</i>	<i>Ferguson (L'Isle & Gren)</i>	<i>Lesage,</i>	<i>Shakespeare,</i>
<i>Bowell,</i>	<i>Fortin</i>	<i>Macdonald (Sir John),</i>	<i>Small,</i>
<i>Brecken,</i>	<i>Foster,</i>	<i>McDonald (C. Breton),</i>	<i>Taylor,</i>
<i>Cameron (Inverness),</i>	<i>Gagné,</i>	<i>Macmaster,</i>	<i>Tilley,</i>
<i>Cameron (Victoria),</i>	<i>Gigault,</i>	<i>McMillan (Vaudreuil)</i>	<i>Tyrwhitt,</i>
<i>Campbell (Victoria)</i>	<i>Girouard (J. Cartier),</i>	<i>McGreevy,</i>	<i>Valin,</i>
<i>Carling,</i>	<i>Girouard (Kent),</i>	<i>McLelan,</i>	<i>Vanasse,</i>
<i>Caron,</i>	<i>Gordon,</i>	<i>McNeill,</i>	<i>Wallace (Albert),</i>
<i>Cimon,</i>	<i>Grandbois,</i>	<i>Méthot,</i>	<i>Wallace (York),</i>
<i>Cochrane,</i>	<i>Guilbault,</i>	<i>Mitchell,</i>	<i>White (Cardwell),</i>
<i>Colby,</i>	<i>Guillet,</i>	<i>Moffat,</i>	<i>Williams,</i>
<i>Costigan,</i>	<i>Hackett,</i>	<i>Montplaisir,</i>	<i>Wood (Brockville),</i>
<i>Coughlin,</i>	<i>Haggart,</i>	<i>O'Brien,</i>	<i>Wood (Westm'nd) and</i>
<i>Curran,</i>	<i>Hall,</i>	<i>Orton,</i>	<i>Wright.—90.</i>
<i>Daly,</i>	<i>Hay,</i>		

So it passed in the Negative.

Then the main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for resuming the adjourned Debate on the Amendment which was, on Tuesday the 20th March instant, proposed to be made to the Question, That the Bill to provide for the punishment of Adultery, Seduction, and like offences, as amended in Committee of the Whole House, be now taken into consideration; and which Amendment was, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words: 'proving the offence to have been committed,' at the end of the 4th Clause," inserted instead thereof;

And the Question on the Amendment being again proposed:—The House resumed the said adjourned Debate.

And the Question being put on the Amendment; The House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

Amyot,	Daoust,	Guillet,	Méthot,
Baker (Missisquoi),	Dawson,	Hackett,	Mitchell,
Beaty,	DeBeaujeu,	Haggart,	Moffat,
Benoit,	Desaulniers,	Hall,	Montplaisir,
Benson,	Desjardins,	Hickey,	Orton,
Bergeron,	Dickinson,	Homer,	Ouimet,
Billy,	Dodd,	Kilvert,	Reid,
Blondeau,	Dugas,	Kinney,	Robertson (Hastings),
Brecken,	Dupont,	Kranz,	Rykert,
Cameron (Inverness),	Ferguson (L'ds&Gren),	Labrosse,	Scott,
Cameron (Victoria),	Fortin,	Lesage,	Shakespeare,
Campbell (Victoria),	Gagné,	Macdonald (Sir John),	Small,
Carling,	Gigault,	McDonald (C. Breton),	Tyrwhitt,
Caron,	Girouard (J. Cartier),	Macmaster,	Valin,
Cimon,	Girouard (Kent),	McMillan (Vaudreuil),	Vanasse,
Costigan,	Gordon,	McGreevy,	Wallace (York),
Coughlin,	Grandbois,	McLelan,	White (Cardwell), and
Curran,	Guilbault,	McNeill,	Williams.—73.
Daly,			

NAYS:

Messieurs

Armstrong,	Cook,	King,	Ray,
Auger,	Fisher,	Kirk,	Richey,
Bain,	Fleming,	Landerkin,	Ross (Middlesex),
Bernier,	Forbes,	Laurier,	Scriven,
Blake,	Foster,	McMillan (Huron),	Somerville (Brant),
Bourassa,	Gillmor,	McCraney,	Somerville (Bruce),
Burpee (Sunbury),	Gunn,	McIntyre,	Springer,
Cameron (Huron),	Harley,	McIsaac,	Taylor,
Campbell (Renfrew),	Hay,	Mulock,	Trow,
Casey,	Hilliard,	O'Brien,	Vail,
Casgrain,	Innes,	Paint,	Watson,
Catudal,	Irvine,	Paterson (Brant),	Weldon,
Charlton,	Jackson,	Patterson (Essex),	Wheler,
Cochrane,	Jamieson,	Pickard,	Wilson, and
Cockburn,	Keefler,	Platt,	Wood.—61.
Colby,			

So it was resolved in the Affirmative.

Then the main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words "proving the offence to have been committed," at the end of the 4th Clause.

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The Order of the Day being read, for the third reading of the Bill respecting the *Crédit Foncier Franco-Canadien*;

Mr. *Desjardins* moved, seconded by Mr. *Guilbault*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Auger* moved, in amendment, seconded by Mr. *Bourassa*, That all the words after "be" to the end of the Question, be left out, and the words "read the third time this day six months" inserted instead thereof;

Mr. *Ouimet* moved, in amendment to the said proposed amendment, seconded by Mr. *Méthot*, That the words "read the third time this day six months" be left out, and the words: "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words: 'including the annual allowance for costs 'of management,' at the end of the 2nd Clause," inserted instead thereof;

And a Debate arising thereupon;

And the hour for Private Bills having expired.

The House then again resolved itself into a Committee on the Bill to provide for the punishment of Adultery, Seduction and like offences, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Scriver* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be taken into consideration To-morrow.

The House, according to order, again resolved itself into a Committee on the Bill respecting Carriers by Land, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Rykert* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be taken into consideration To-morrow.

The Order of the Day being read, for the second reading of the Bill to amend the Act passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the duty on promissory notes, drafts and bills of exchange," and to declare the law relating to stamps on promissory notes and bills of exchange;

The Bill was accordingly read a second time; and referred to a Select Committee composed of Messieurs *Weldon*, *McCarthy*, *Girouard* (*Jacques Cartier*), *Jamieson* and *Wells*.

And then The House adjourned till To-morrow.

Thursday, 29th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—
By Mr. *Paint*,—The Petition of *Neil Stewart* and others, of *Framboise*; and the Petition of the Reverend *Gavin Sinclair* and others, of *Loch Lomond*, County of *Richmond*, *Nova Scotia*.

By Mr. *Cameron* (*Inverness*),—The Petition of the Reverend *E. Roberts* and others, of *Mabou*; and the Petition of the Reverend *M. Campbell* and others, of *Strathlorn*, County of *Inverness*, *Nova Scotia*.

By Mr. Kirk,—The Petition of *John Sutherland* and others, of *Isaacs Harbour* and *Country Harbour*, County of *Guysborough*, *Nova Scotia*.

By Mr. Ferguson (*Welland*),—The Petition of the Reverend *Robert Acheson* and others, of *Stamford* and vicinity, County of *Welland*.

By Mr. McDonald (*Cape Breton*), The Petition of the Reverend *Donald Sutherland* and others; the Petition of *John McLeod* and others; the Petition of *S. Nicholson* and others; and the Petition of *A. P. McDonald* and others, of *Gabarouse*, *Nova Scotia*.

By Mr. McMillan (*Huron*),—The Petition of the Reverend *H. Cameron* and others, of *Kippen* and vicinity; the Petition of *S. Martin* and others, of the Townships of *Hay* and *Stanley*; and the Petition of *James Forest* and others, of *Hill's Green* and vicinity, County of *Huron*.

By Mr. Allen,—The Petition of *W. J. Cameron* and others, of *Chesley* and vicinity.

By Mr. Somerville (*Bruce*),—The Petition of *Ira J. Fisher* and others, of the Town of *Kincardine*, County of *Bruce*.

By Mr. McCarthy,—The Petition of *David James* and others; the Petition of *Charles T. Cocking* and others; the Petition of *John McCallum* and others; the Petition of *George Strathan* and others, of *Midland*; and the Petition of the Reverend *O. G. Dobbs, M. A.*, and others, of *Tiny* and *Tay*, County of *Simcoe*.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd March, 1883, for a Return of the advertisement for construction of the breakwater at *Port Lorne*, *Nova Scotia*, and the several tenders therefor; the party to whom the contract was awarded, and the amount of such contract. (*Sessional Papers, No. 52.*)

Also, Return to an Order of this House, dated 5th March, 1883, for copies of all Papers, Reports of Engineers, Petitions and Correspondence relating to the building of a Breakwater at *New Harbour*, *Guysborough* County, *Nova Scotia*. (*Sessional Papers, No. 52a.*)

Also, Return to an Order of this House, dated 15th March, 1883; for a copy of the Engineer's Report of Survey made at *Summerside* Harbour, *Prince County*, *Prince Edward Island*, during the last Summer, with a view to improving the navigation of said Harbour. (*Sessional Papers, No. 54*)

And also, Return to an Address to His Excellency, dated 19th March, 1883, for copies of all correspondence between the Government of *Canada* and the Government of the *United States*, or any Board of Trade in *Canada* or the *United States*, upon the question of Reciprocal Trade relations between the two countries, on the general basis of the Reciprocity Treaty of 1854, since 1878. (*Sessional Papers, No. 55.*)

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 20th March, 1883, for a Return of the number of Cadets that have graduated at the *Royal Military College* since its establishment; the number who have obtained Commissions in the Imperial service; the number who have been appointed to the permanent Militia Corps; Also, names of any officers appointed to "A" and "B" Batteries of Artillery since February 6th, 1880, who have not graduated at the *Royal Military College*, and of those appointed who graduated at the College. (*Sessional Papers, No. 56.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 6th March, 1883, for a Return of all casualties to trains on the *Intercolonial Railway* arising from collision, broken rails or otherwise, where no loss of life or personal injuries occurred, from March 1st, 1882, to July 1st, 1882; also, from July 1st, 1882, to March 1st, 1883; with the respective causes and dates and the amount of damage, (if any) in each case, to property, and amount of

compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property, if any, unsettled. (*Sessional Papers, No. 40d.*)

And also, Return to an Order of this House, dated 16th February, 1883, for copies of the account rendered by Doctor *Lebel* of *St. Gervais*, for attendance on an employé of the Intercolonial Railway named *Dionne*, during last autumn; of the account of Doctor *Renouf* in the same case, and a Statement of the sums to them paid. (*Sessional Papers, No. 40e.*)

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd March, 1883, for a Return of the Tenders for the rebuilding of the Lighthouse at *Quaco, New Brunswick*, and to whom the Contract was awarded, and the amount of such Contract. (*Sessional Papers, No. 57.*)

And also, Return to an Order of this House, dated 13th February, 1883, for a Return of all correspondence relating to the disasters which have occurred to Canadian Vessels navigating the Great Lakes and the *Georgian Bay*, within the past three years; together with the Reports of persons appointed to enquire into the causes of these disasters; the names of the vessels lost or stranded, and the ports from which they sailed; also, a Statement of the reported loss of life in each case. (*Sessional Papers No. 58.*)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 26th February, 1883, (1) for a Statement shewing the quantities of distilled and fermented liquors under the different names as given in the Trade Returns, imported into and taken for consumption in *Canada*, from 1868 to 1882, both years included, computed in Imperial gallons, each Province separately, the value of the same and duty paid thereon.

2. The quantity of distilled and fermented liquors under the different names given in the Inland Revenue Returns, manufactured in *Canada* and taken for consumption therein, by Provinces, the value of the same and the duty paid thereon for the same years.

3. The amount of materials used in brewing and distilling alcoholic liquors in the several Provinces of *Canada* during the same years. (*Sessional Papers, No. 59.*)

Mr. *Abbott*, from the Select Standing Committee on Banking and Commerce, presented to the House the Fourth Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the following Bills and have agreed to report the same as follows, viz:—

Bill to empower the National Insurance Company to wind up its affairs, to relinquish its charter, and to provide for the dissolution of the said Company, and

Bill respecting the Citizens' Insurance Company of *Canada* (Limited), without amendment.

Bill further to reduce the Capital Stock of the *Quebec Fire Assurance Company*.

Bill to incorporate the Bank of *London* in *Canada*, and

Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company* (Limited), with amendments.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That the Bill from the Senate, intituled: "An Act respecting booms and other works constructed on navigable waters, whether under the authority of Provincial Acts or otherwise," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Mulock* have leave to bring in a Bill for the better prevention of Fraud in connection with the sale of Patent Rights.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Woodworth*,

Resolved, That this House doth concur in the Fourth Report of the Joint Committee of both Houses on the Printing of Parliament.

The House, according to Order, proceeded to take into consideration the Bill to provide for the punishment of Adultery, Seduction and like offences, as amended in the Committee of the Whole House.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to provide for the punishment of Seduction and like offences."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to provide that persons charged with misdemeanour shall be competent as witnesses, with which are consolidated the Bill to amend an Act respecting procedure in criminal cases and other matters relating to Criminal Law,—the Bill to amend the Law of Evidence in criminal cases,—and the Bill to amend the Criminal Law, and to declare it a misdemeanour to leave unguarded and exposed holes cut in the ice on any navigable or frequented water, and, after some time spent therein, Mr. Speaker resumed the Chair.

The Order of the Day being read, for the second reading of the Bill to amend the Acts respecting procedure in Criminal cases, and other matters relating to Criminal Law;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Patterson (Essex)*, reported, That the Committee had gone through the Bill and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

Mr. *Shakespeare* moved, seconded by Mr. *Baker*, and the Question being proposed, That this House do now resolve itself into a Committee to consider the following proposed Resolution; That, in the opinion of this House, it is desirable to enact a Law similar in principle to the Law in force in *Australia*, and intituled: "The Influx of Chinese Restriction Act, 1881;"

And a Debate arising thereupon;

On motion of Mr. *Rykert*, seconded by Mr. *Allison*,

Ordered, That the Debate be adjourned.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—Annual Report of the Department of the Interior, for the year 1882. (*Sessional Papers, No. 23.*)

Sir *John A. Macdonald* also presented,—Return to an Address to His Excellency, dated 28th February, 1883, for copies of all correspondence respecting the appointment of Hon. *Hector Fabre* to the position he now occupies in *France*; with copies of

all commissions and instructions issued to him by direction of the Government; also Statement shewing the duties required of him and the salary and commission paid or to be paid for such services, as well as a Statement of all other expenses and contingencies; also copies of all Reports made by the Hon. *Hector Fabre*, with any official papers shewing the results of the mission. (*Sessional Papers, No. 60.*)

Also, Return to an Order of this House, dated 26th February, 1883, for copies of all correspondence between any Member of the Government and any licensed victuallers, or any one on behalf of any organization of licensed victuallers; and of all Petitions and Memorials or Resolutions presented by any such person on the subject of Legislation affecting the sale of Liquors. (*Sessional Papers, No. 61.*)

Also, Return to an Address to His Excellency, dated 21st February, 1883, for a Statement in detail, with dates of all expenditures made in connection with the Commission or authorization to the Honourable *James Cockburn, Q.C.*, to consolidate the Dominion Statutes, and copies of the Commission or authorization, and of any Reports made by him on the subject. (*Sessional Papers, No. 17a.*)

Also, Return to an Address to His Excellency, dated 22nd March, 1882, for copies of any Order in Council, Correspondence, Reports, Instructions or Papers, touching the appointment of a Commissioner in connection with the Revision of the Canadian Statutes; and a Statement in detail, with dates, of all payments made in connection with such appointment. (*Sessional Papers, No. 17b.*)

Also, Return to an Address to His Excellency, dated 7th March, 1883, for copies of all correspondence with, and Petitions from municipalities, referring to the appointment of Dominion Bailiffs, to convey prisoners from the County Gaols to the Penitentiaries. (*Sessional Papers, No. 62.*)

And also, Return to an Order of this House, dated 21st February, 1883, for copies of all correspondence with Mr. *J. A. Miller*, late Justice of the Court of Queen's Bench, *Manitoba*, prior to his appointment relating to his becoming Justice of that Court, and subsequently to his appointment on the subject of the resignation of his office. (*Sessional Papers, No. 53.*)

And then The House adjourned till To-morrow.

Friday, 30th March, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Ferguson (Welland)*,—The Petition of *James McClive* and others, of *Drummondville* Village and vicinity, County of *Welland*.

By Mr. *Wallace (York)*,—The Petition of the Municipal Council of the Village of *Parkdale*, County of *York*.

By Mr. *Cameron (Inverness)*,—The Petition of the Reverend *Alexander Grant* and others, of *Lake Ainslie*; and the Petition of the Reverend *Angus McMillan* and others, of *Malagavatch*, County of *Inverness, Nova Scotia*.

By Mr. *Paterson (Brant)*,—The Petition of the Municipal Council of the County of *Brant*.

By Mr. *McDougald*,—The Petition of *Duncan McLean* and others; the Petition of *Alexander Noble* and others, of *Scotsburn*; the Petition of *David McKay* and others, of *Dalhousie*; the Petition of *David Ross* and others, of *Plainfield*; the Petition of the

Reverend *George Walker* and others, of *New Glasgow* and vicinity; the Petition of *Daniel K. Stewart* and others; and the Petition of *J. W. McCully* and others, of *Durham*, County of *Pictou*, *Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Reverend *P. Goodfellow* and others, of the County of *Antigonish*; of *Peter McDonald* and others, of *Pugwash*; of *Samuel Simpson* and others, of *Gulf Shore*, County of *Cumberland*; of the Reverend *Peter Clark* and others, of *Cape North*, County of *Victoria*, all of *Nova Scotia*; and of the Reverend *John James*, D.D., and others, of *Knox Church*, *Hamilton, Ontario*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Municipal Council of the County of *Essex, Ontario*; praying that an Act may be passed constituting a Court of Railway Commissioners for *Canada*.

Of the *London Board of Trade*; praying that the Bill now before Parliament, for the equitable distribution of Insolvents' Estates, may become law.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*, Ordered, That 900 copies of the Statements made in the Railway Committee of this House, for and against the Bill for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act 1870, be printed for the use of Members; and that the 94th Rule of this House be suspended in relation thereto.

Mr. Cameron (Huron) moved, seconded by *Mr. Mackenzie*, and the Question being proposed, That this House will, on Monday next, resolve itself into a Committee to consider further of the Bill to provide that persons charged with misdemeanour shall be competent as witnesses, with which are consolidated—the Bill to amend an Act respecting procedure in criminal cases and other matters relating to Criminal Law,—the Bill to amend the Law of Evidence in criminal cases,—and the Bill to amend the Criminal Law and to declare it a misdemeanour to leave unguarded and exposed holes cut in the Ice on any navigable or frequented water;

And Objection having been taken to this procedure in the case of a Bill not reported from a Committee of the Whole House, and to the Motion being made without notice;

Mr. Speaker ruled, that it was not competent for a Committee to kill a Bill, and that in the case of a Bill disappearing from the Orders of the Day, as in the present case, it was the correct practice for a Member to move that it be placed on the Orders of the Day for a further consideration on a future day. If the House agreed to this motion, then the Committee should take up the Bill at the stage at which it stood when the Committee rose. In case of such motions, no notice was necessary under Rule 31, and in accordance with the usage of the English Parliament.

And the Question being put, the House divided: and the names being called for, they were taken down, as follow:

YEAS:

Messieurs.

Allen,
Allison,
Armstrong,
Auger,
Bain,
Bécharé,
Bernier,

Dickinson,
Dodd,
Fairbank,
Farrow,
Fisher,
Fleming,
Forbes,

Kinney,
Kirk,
Landerkin,
Laurier,
Mackenzie,
McMillan (Huron),
McCraney,

Ross (Middlesex),
Rykert,
Seriver,
Shakespeare,
Somerville (Brant),
Somerville (Bruce),
Springer,

<i>Blake,</i>	<i>Foster,</i>	<i>McIntyre,</i>	<i>Sutherland (Selkirk),</i>
<i>Bourassa,</i>	<i>Gillmor,</i>	<i>MeIsaac,</i>	<i>Trou,</i>
<i>Brecken,</i>	<i>Gunn,</i>	<i>McMullen,</i>	<i>Vail,</i>
<i>Burnham,</i>	<i>Harley,</i>	<i>O'Brien,</i>	<i>Wallace (Albert),</i>
<i>Burpee (Sunbury),</i>	<i>Hay,</i>	<i>Paterson (Brant),</i>	<i>Wallace (York),</i>
<i>Cameron (Huron),</i>	<i>Holton,</i>	<i>Pickard,</i>	<i>Watson,</i>
<i>Campbell (Renfrew),</i>	<i>Innes,</i>	<i>Platt,</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Ray,</i>	<i>Wells,</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Reid,</i>	<i>Wheler,</i>
<i>Charlton,</i>	<i>Jamieson,</i>	<i>Richey,</i>	<i>White (Renfrew),</i>
<i>Cockburn,</i>	<i>Keefler,</i>	<i>Rinfret,</i>	<i>Wigle, and</i>
<i>Cuthbert,</i>	<i>King,</i>	<i>Robertson (Hamilton),</i>	<i>Wilson.—77.</i>
<i>Davies,</i>			

NAYS :

Messieurs

<i>Abbott,</i>	<i>Costigan,</i>	<i>Haggart,</i>	<i>Moffat,</i>
<i>Amyot,</i>	<i>Coughlin,</i>	<i>Hall,</i>	<i>Montplaisir</i>
<i>Baker (Missisquoi),</i>	<i>Coursol,</i>	<i>Hawkins,</i>	<i>Orton,</i>
<i>Baker (Victoria),</i>	<i>Curran,</i>	<i>Hesson,</i>	<i>Ouimet,</i>
<i>Barnard,</i>	<i>Daly,</i>	<i>Homer,</i>	<i>Paint,</i>
<i>Beaty,</i>	<i>Daoust,</i>	<i>Hurteau,</i>	<i>Patterson (Essex),</i>
<i>Bell,</i>	<i>Dawson,</i>	<i>Ives,</i>	<i>Pope,</i>
<i>Benoit,</i>	<i>De Beaujeu,</i>	<i>Kilvert,</i>	<i>Robertson (Hastings),</i>
<i>Benson,</i>	<i>Desaulniers,</i>	<i>Kranz,</i>	<i>Royal,</i>
<i>Bergeron,</i>	<i>Desjardins,</i>	<i>Labrosse,</i>	<i>Scott,</i>
<i>Bergin,</i>	<i>Dugas,</i>	<i>Landry,</i>	<i>Small,</i>
<i>Billy,</i>	<i>Dundas,</i>	<i>Langevin,</i>	<i>Smyth,</i>
<i>Blanchet,</i>	<i>Dupont,</i>	<i>Lesage,</i>	<i>Sproule,</i>
<i>Blondeau,</i>	<i>Ferguson (L's. & Glen)</i>	<i>Macdonald (Sir John)</i>	<i>Tassé,</i>
<i>Bolduc,</i>	<i>Ferguson (Welland),</i>	<i>McDonald (C. Breton),</i>	<i>Taylor,</i>
<i>Bossé,</i>	<i>Fortin,</i>	<i>Mackintosh,</i>	<i>Tilley,</i>
<i>Bowell,</i>	<i>Fréchette,</i>	<i>Macmaster,</i>	<i>Tupper (Cumberland),</i>
<i>Burns,</i>	<i>Gagné,</i>	<i>McMillan (Vaudreuil)</i>	<i>Tupper (Pictou),</i>
<i>Cameron (Inverness),</i>	<i>Gigault,</i>	<i>McCallum,</i>	<i>Tyrwhitt,</i>
<i>Cameron (Victoria),</i>	<i>Girouard (Kent),</i>	<i>McDougald,</i>	<i>Valin,</i>
<i>Campbell (Victoria),</i>	<i>Gordon,</i>	<i>McGreevy,</i>	<i>White (Cardwell),</i>
<i>Carling,</i>	<i>Grandbois,</i>	<i>McLelan,</i>	<i>White (Hastings),</i>
<i>Caron,</i>	<i>Guilbault,</i>	<i>McNeill,</i>	<i>Williams,</i>
<i>Cimon,</i>	<i>Guillet,</i>	<i>Massue,</i>	<i>Wood (Westm'd), and</i>
<i>Cochrane,</i>	<i>Hackett,</i>	<i>Mitchell,</i>	<i>Wright.—101.</i>
<i>Colby,</i>			

So it passed in the Negative.

The Order of the Day being read, for the House in the Committee of Ways and Means;

Sir *Leonard Tilley* moved, seconded by Sir *Charles Tupper*, and the Question being proposed, That Mr. Speaker do now leave the chair;

And a Debate arising thereupon;

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P. M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Resolved, That the House do proceed at once to the Government Orders of the Day.

The House then resumed the Debate on the Question, That Mr. Speaker do now leave the Chair (for the House in the Committee of Ways and Means);

And The House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 31st March, 1883.

On motion of Mr. *Hesson*, seconded by Mr. *Orton*,
Ordered, That the Debate be adjourned.

And then The House, having continued to sit till twenty-five minutes after One of the Clock on Saturday morning, adjourned till Monday next.

Monday, 2nd April. 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Cameron* (*Inverness*),—The Petition of *Duncan Livingstone* and others, of *Wycocomah*, County of *Inverness*.

By Mr. *Wood* (*Westmoreland*),—The Petition of *James Frier* and others, of *Shediac*, *New Brunswick*.

By Mr. *Jamieson*,—The Petition of the Reverend *Joseph Andrew* and others, of the Township of *Lanark*, County of *Lanark*.

By Mr. *Girouard* (*Kent*),—The Petition of *Andrew Dunn* and others, of *Weldford*; and the Petition of *A. W. Walker* and others, of *Bass River* and *Mill Branch*, County of *Kent*, *New Brunswick*.

By Mr. *Benoit*,—The Petition of *B. Normandin*, Mayor, and others, of the Town of *Longueuil*; and the Petition of *James Thomson*, Mayor, and others, of the Parish of *Longueuil*, County of *Chambly*, Province of *Quebec*.

By Mr. *Baker* (*Victoria, B.C.*),—The Petition of the British Columbia Board of Trade.

By Sir *Charles Tupper*,—The Petition of *John M. Baillie* and others, of *Wallace*; and the Petition of *Alexander McMillan* and others, of *Malagash*, County of *Cumberland*, *Nova Scotia*.

By Mr. *Paint*,—The Petition of *Donald McKenzie* and others, of *St. Peters* and vicinity, County of *Richmond*, *Nova Scotia*.

By Mr. *Fortin*,—The Petition of the Reverend *Charles E. Trudel*, Curé, and others, of the Municipality of *Malbaie*, County of *Gaspé*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *Neil Stewart* and others, of *Framboise*; of the Reverend *Gavin Sinclair* and others, of *Loch Lomond*, County of *Richmond*; of the Reverend *E. Roberts* and others, of *Mabou*; of the Reverend *M. Campbell* and others, of *Strathlorn*; of the Reverend *Alexander Grant* and others, of *Lake Ainslie*; of the Reverend *Angus McMillan* and others, of *Malagawatch*, County of *Inverness*; of *John Sutherland* and others, of *Isaac's Harbour*, and County Harbour, County of *Guysborough*; of the Reverend *Donald Sutherland* and others; of *John McLeod* and others; of *S. Nicholson* and others; of *A. P. McDonald* and others, of *Gabarouse*, County of *Cape Breton*; of *Duncan McLean* and others; of *Alexander Noble* and others, of *Scotsburn*; of *David McKay* and others, of *Dalhousie*; of *David Ross* and others, of *Plainfield*; of the Reverend *George Walker* and others, of *New Glasgow* and vicinity; of *Daniel K. Stewart* and others; of *J. W. McCully* and others, of *Durham*, County of *Pictou*, all of *Nova Scotia*; of the Reverend *Robert Acheson* and others, of *Stamford* and vicinity; of *James McClive* and others, of *Drummondville Village* and vicinity, County of *Welland*; of the Reverend *H. Cameron* and others, of *Kippen* and vicinity; of *S. Martin* and others, of the Townships of *Hay* and *Stanley*; of *James Forrest* and others, of *Hills Green* and vicinity, County of *Huron*; of *W. J. Cameron* and others, of *Chesley* and vicinity; of *Ira J. Fisher* and others, of the Town of *Kincardine*, County of *Bruce*; of *David James* and others; of *Charles T. Cocking* and others; of *John McCallum* and others; of *George Strathan* and others, of *Midland*; and of the Reverend *O. G. Dobbs*, M.A., and others, of *Tiny* and *Tay*, County of *Simcoe*, all of *Ontario*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Municipal Council of the Village of *Parkdale*, County of *York*; praying for the adoption of such measures as will protect life and property at the Railway Crossing on Queen Street, at the entrance to the City of *Toronto*.

Of the Municipal Council of the County of *Brant*; praying that an Act may be passed constituting a Court of Railway Commissioners for *Canada*.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, laid before the House,—Statement of the Supreme Court of *Canada*, that Schedule D, annexed to the Rules of that Court, be amended; and that an allowance shall be taxed by the Registrar to the duly entered Agent in any Appeal, in the discretion of the Registrar, to \$20. (*Sessional Papers*, No. 63.)

Mr. *Weldon* reported, from the Select Committee on the Bill to amend the Act, passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the duty imposed on promissory notes, drafts and Bills of Exchange," and to declare the Law relating to stamps on promissory notes and Bills of Exchange, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That Mr. *Curran* have leave to bring in a Bill to provide for the distribution of the assets of Insolvent Traders.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the third reading of the Bill to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Territoires du Nord Ouest;"

Mr. *Royal* moved, seconded by Mr. *Gigault*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Vail*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a

Committee of the Whole House for the purpose of amending the same by adding the following clause: "Provided that the said Corporation shall, within ten years after its acquisition of any real estate, depart with so much of such real estate as is not required for the actual use and occupation or other like purposes of the Corporation," inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following clause: "Provided that the said Corporation shall, within ten years after its acquisition of any real estate, depart with so much of such real estate as is not required for the actual use and occupation or other like purposes of the Corporation."

The House accordingly resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Desjardins* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House resumed the adjourned Debate on the Amendment which was, on Wednesday last, proposed to be made to the Amendment to the Question, That the Bill respecting the *Crédit Foncier Franco Canadien*, be now read the third time; and which Amendment was, That all the words after "be" to the end of the Question, be left out, and the words "read the third time this day six months." inserted instead thereof; and which Amendment to the said proposed Amendment was, That the words "read the third time this day six months" be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words 'including the annual allowance for costs of management,' at the end of the 2nd clause," inserted instead thereof;

And the Question being put on the Amendment to the said proposed Amendment:—It was resolved in the Affirmative.

And the Question being put on the Amendment to the Original Question, as amended:—It was resolved in the Affirmative.

Then the main Question, so amended, being put;

Ordered, That the Bill be re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words "including the annual allowance for costs of management," at the end of the 2nd clause.

The House accordingly resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Mr. *Desjardins* moved, seconded by Mr. *Blanchet*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Auger* moved, in amendment to the Question, seconded by Mr. *Catudal*, That the word "now" be left out, and the words "this day six months" added at the end thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:

YEAS :

Messieurs

<i>Allen,</i>	<i>Farrow,</i>	<i>Landerkin,</i>	<i>Somerville (Bruce),</i>
<i>Armstrong,</i>	<i>Fisher,</i>	<i>McMillan (Huron),</i>	<i>Springer,</i>
<i>Auger,</i>	<i>Gillmor,</i>	<i>McCraney,</i>	<i>Thompson,</i>
<i>Bain,</i>	<i>Harley,</i>	<i>McIntyre,</i>	<i>Vail,</i>
<i>Burpee (Sunbury),</i>	<i>Innes,</i>	<i>McMullen,</i>	<i>Wheler,</i>
<i>Campbell (Renfrew),</i>	<i>Irvine,</i>	<i>McNeill,</i>	<i>White (Hastings),</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Platt,</i>	<i>Wilson, and</i>
<i>Cook,</i>	<i>Kerfler,</i>	<i>Ray,</i>	<i>Yeo.—35.</i>
<i>Davies,</i>	<i>Kirk,</i>	<i>Somerville (Brant),</i>	

NAYS :

Messieurs

<i>Allison,</i>	<i>Curran,</i>	<i>Homer,</i>	<i>Pinsonneault,</i>
<i>Amyot,</i>	<i>Cuthbert,</i>	<i>Hurteau,</i>	<i>Pope,</i>
<i>Baker (Victoria),</i>	<i>Daly,</i>	<i>Ives,</i>	<i>Reid.</i>
<i>Barnard,</i>	<i>Daoust,</i>	<i>Jamieson,</i>	<i>Richey,</i>
<i>Beaty,</i>	<i>Dawson,</i>	<i>Kilvert,</i>	<i>Rinfret,</i>
<i>Bécharde,</i>	<i>De Beaujeu,</i>	<i>Kinney,</i>	<i>Ross (Lisgar),</i>
<i>Bell,</i>	<i>Desautniers,</i>	<i>Kranz,</i>	<i>Ross (Middlesex),</i>
<i>Benoit,</i>	<i>Desjardins,</i>	<i>Labrosse,</i>	<i>Royal,</i>
<i>Benson,</i>	<i>Dickinson,</i>	<i>Landry,</i>	<i>Rykert,</i>
<i>Bergeron,</i>	<i>Dugas,</i>	<i>Langevin,</i>	<i>Scott,</i>
<i>Bergin,</i>	<i>Dundas,</i>	<i>Laurier,</i>	<i>Small,</i>
<i>Bernier,</i>	<i>Dupont,</i>	<i>Lesage,</i>	<i>Smyth,</i>
<i>Billy,</i>	<i>Ferguson (L'st Gren),</i>	<i>Livingstone,</i>	<i>Sproule,</i>
<i>Blake,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John),</i>	<i>Sutherland (Oxford)</i>
<i>Blanchet,</i>	<i>Forbes,</i>	<i>McDonald (C Breton),</i>	<i>Sutherland (Selkirk),</i>
<i>Blondeau,</i>	<i>Fortin,</i>	<i>Mackenzie,</i>	<i>Tassé,</i>
<i>Bolduc,</i>	<i>Foster,</i>	<i>Mackintosh,</i>	<i>Taylor,</i>
<i>Bossé,</i>	<i>Fréchette,</i>	<i>Macmillan (Middlesex)</i>	<i>Tilley,</i>
<i>Bowell,</i>	<i>Gagné,</i>	<i>McMillan (Vaudreuil)</i>	<i>Trouc,</i>
<i>Brecken,</i>	<i>Geoffrion,</i>	<i>McCallum,</i>	<i>Tupper (Cumberland),</i>
<i>Bryson,</i>	<i>Gigault,</i>	<i>McCarthy,</i>	<i>Tupper (Pictou),</i>
<i>Burnham,</i>	<i>Girouard (J. Cartier),</i>	<i>McDougald,</i>	<i>Tyrwhitt,</i>
<i>Burns,</i>	<i>Girouard (Kent),</i>	<i>McIsaac,</i>	<i>Valin,</i>
<i>Cameron (Huron),</i>	<i>Gordon,</i>	<i>McLelan,</i>	<i>Vanasse,</i>
<i>Cameron (Inverness),</i>	<i>Grandbois,</i>	<i>Massue,</i>	<i>Wallace (Albert),</i>
<i>Cameron (Victoria),</i>	<i>Guilbault,</i>	<i>Méhot,</i>	<i>Wallace (York),</i>
<i>Campbell (Victoria),</i>	<i>Guillet,</i>	<i>Mitchell,</i>	<i>Watson,</i>
<i>Carling,</i>	<i>Gunn,</i>	<i>Moffat,</i>	<i>Weldon,</i>
<i>Caron,</i>	<i>Hackett,</i>	<i>Montplaisir,</i>	<i>Wells,</i>
<i>Casey,</i>	<i>Haggart,</i>	<i>Mulock,</i>	<i>White (Cardwell),</i>
<i>Cimon,</i>	<i>Hall,</i>	<i>O'Brien,</i>	<i>White (Renfrew),</i>
<i>Cochrane,</i>	<i>Hawkins,</i>	<i>Orton,</i>	<i>Wigle,</i>
<i>Cockburn,</i>	<i>Hay,</i>	<i>Paint,</i>	<i>Williams,</i>
<i>Colby,</i>	<i>Hesson,</i>	<i>Paterson (Brant),</i>	<i>Wood (Brockville),</i>
<i>Costigan,</i>	<i>Hickey,</i>	<i>Patterson (Essex),</i>	<i>Wood (West'm'd) and</i>
<i>Coughlin,</i>	<i>Hilliard,</i>	<i>Pickard,</i>	<i>Wright.—145.</i>
<i>Coursol,</i>			

So it passed in the Negative.

Then the main Question being put ;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act incorporating the *Kingston and Pembroke Railway Company*, and the Act amending the same, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be referred back to the Select Standing Committee on Railways, Canals and Telegraph Lines for further consideration.

The House, according to Order, again resolved itself into a Committee on the Bill to grant certain powers to the *Acadia Powder Company*, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to amalgamate the Presbyterian Ministers' Widows' and Orphans' Fund in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces, in connection with the Church of *Scotland*, and to create a Corporation to administer such Funds, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Brecken* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Casey* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Dominion Phosphate and Mining Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Brecken* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Orton* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill respecting the Citizens' Insurance Company of *Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Tassé* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill further to reduce the capital stock of the *Quebec Fire Assurance Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Tassé* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Bank of *London* in *Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ives* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company (Limited)*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be referred back to the Select Standing Committee on Banking and Commerce for further consideration.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled "An Act respecting the Northern Railway Company of *Canada*;"

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Cameron (Huron)*, seconded by Mr. *Farrow*,

Ordered, That there be laid before this House, a copy of all Reports, Plans and Surveys made by the Government Engineers of *Port Albert* Harbour, in the County of *Huron*, a copy of the estimate of the cost of extending the piers at said Harbour, and of all correspondence between the *Port Albert* Pier Company and the Government respecting said Harbour.

On motion of Mr. *Valin*, seconded by Mr. *McDonald (Cape Breton)*

Ordered, That there be laid before this House, copies of all documents and correspondence relating to the seizure of Tobacco from the brig *Adeline*, and the enquiry held the 17th to 21st May, 1850, at the request of Messrs. *Lemesurier & Fils*, respecting the said seizure.

On motion of Mr. *Gordon*, seconded by Mr. *Wallace (Albert)*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Petitions and correspondence relative to the rights of settlers or Squatters on the Railway Reserve, *Vancouver* Island.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Gigault*, seconded by Mr. *Royal*,

Ordered, That the Petition of His Grace the Archbishop of *Quebec* and others; praying for the adoption of more stringent measures in relation to the granting of licenses for the sale of intoxicating liquors, and to the regulation of houses of public entertainment in the Province of *Quebec*, be referred to the Special Committee appointed to consider the subject of the unrestrained sale of intoxicating liquors, and the regulation of the granting of shop, saloon and tavern licenses.

On motion of Mr. *Casgrain*, seconded by Mr. *Ross (Middlesex)*,

Ordered, That there be laid before this House, a Return completing the Return to the Order of this House, dated 21st February last, calling for copies of all correspondence, &c., with reference to the construction of an addition to the Pier of *St. Jean Port Joli*, County of *L'Islet*, by furnishing the date of the Memorandum closing the said papers.

On motion of Mr. *Forbes*, seconded by Mr. *Wilson*,

Ordered, That there be laid before this House, copies of all correspondence relating to the building of a Breakwater on the West side of *Liverpool* Bay, between any person or persons whomsoever; also, all Petitions, all surveys and Reports by Government Engineers, with an estimated cost of the same, from 1870 to 1882.

On motion of Mr. *Blake*, seconded by Mr. *Mackenzie*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of despatches on the subject of Canadian and Provincial laws, as to the imposition of restrictions on the sale of Intoxicating Drinks, and of Reports and Orders in Council in reference to such despatches.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Casgrain*,
Ordered, That there be laid before this House, a Return showing the amount paid for Rolling Stock purchased for the Intercolonial Railway for each year since the 1st July, 1878, the nature of such Rolling Stock, and the place where manufactured; the amount of such Rolling Stock charged to Capital and Revenue respectively, and the amount intended for the equipment of the *Rivière du Loup* Section and the Intercolonial Railway proper respectively.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Casgrain*,
Ordered, That there be laid before this House, a Return showing the nature of the Rolling Stock purchased for the Intercolonial Railway as contained in the item of \$153,853.84 on page 238, Part II of the Public Accounts of 1882; the place where such Rolling Stock was manufactured, and the price paid for the different kinds of Rolling Stock respectively.

On motion of Mr. *Casgrain*, seconded by Mr. *Ross (Middlesex)*,
Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, Orders in Council, documents and communications, between the Secretary of State and the Departments of Marine and Fisheries and of Justice, concerning the application of divers Sailors in the Port of *Quebec*, praying for a release from confinement, and to return to sea, &c., at the request of *R. Temple*, Master of the British vessel *Genii*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd April, 1883, for a Return showing the nature of the Rolling Stock purchased for the Intercolonial Railway, as contained in the item of \$153,853.84 on page 238, Part II of the Public Accounts of 1882; the place where such Rolling Stock was manufactured, and the price paid for the different kinds of Rolling Stock, respectively. (*Sessional Papers, No. 46j.*)

On motion of Mr. *Somerville (Brant)*, seconded by Mr. *McCraney*,
Ordered, That there be laid before this House, a Return shewing the expenses in detail, with dates, incurred by the several Members of the Government, and any other person or persons in the service of the Government, sent to England or elsewhere, on behalf of the Government, from 16th December, 1880, to the present date.

On motion of Mr. *McCraney*, seconded by Mr. *Somerville (Brant)*,
Ordered, That there be laid before this House, a Return shewing all sums paid to defray expenses of the late Elections to this House, in the different Electoral Districts throughout the *Dominion*; shewing the Returning Officers and Deputy Returning Officers to whom the same were paid, and distinguishing the different services for which the same were allowed.

On motion of Mr. *Landry*, seconded by Mr. *Gigault*,
Ordered, That there be laid before this House, copies of all documents, (complaints, Reports of enquiries, &c.) relating to a seizure of Tobacco quite recently made on the premises of Mr. *N. Bernatchez*, and other Merchants of *Montmagny*, under the Law which permits a seizure of contraband Tobacco wheresoever found.

On motion of Mr. *Landry*, seconded by Mr. *Gigault*,
Ordered, That there be laid before this House, copies of any complaint made against *Hubert Hébert*, employed as Chief Station Master at *Montmagny*, in relation

to a charge of fraudulent practices affirmed against him by *P. B. Casgrain*, Esq., Member for *L'Islet*.

A Bill to amend the Acts respecting procedure in criminal cases, and other matters relating to Criminal Law was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

And then The House adjourned till To-morrow.

Tuesday, 3rd April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *White (Renfrew)*,—The Petition of *Thomas Deacon* and others, of the County of Renfrew.

By Mr. *Allison*,—The Petition of *David Frieze* and others, of *Maitland*, County of *Hants, Nova Scotia*.

By Mr. *Pinsonneault*,—The Petition of the Reverend *F. Bourgeault*, Curé, and others, of *Laprairie*.

By Mr. *McDonald (Cape Breton)*,—The Petition of the Reverend *Duncan P. McDonald* and others, of *Cow Bay*, County of *Cape Breton, Nova Scotia*.

By Mr. *Richey*,—The Petition of the Reverend *H. H. McPherson* and others, of *Halifax, Nova Scotia*.

By Mr. *Gillmor*,—The Petition of *G. S. Grimmer* and others, of *St. Andrew's*, County of *Charlotte, New Brunswick*.

By Mr. *McDougald*,—The Petition of the Reverend *W. Stuart* and others, of *Green Hill*; and the Petition of the Reverend *Robert Laird* and others, of *Little Harbour*, County of *Pictou, Nova Scotia*.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Third Report of the said Committee, which was read as followeth:

Your Committee have had under their consideration the Bill for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act 1879; and have agreed to report that the preamble thereof has not been proven to their satisfaction.

They also submit herewith the statements made before them, for and against the proposed measure. (For statements, see Appendix No. 1.)

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 27th February, 1883; for copies of all correspondence between any Members of this House, or other persons and the Government, in relation to the Hydrographical Survey of the Great Lakes, the River and Gulf of *St. Lawrence*, and the other Maritime Coasts of *Canada*. (*Sessional Papers, No. 64*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd March, 1883; for a Return of all Tenders submitted for the construction of the freight sheds and warehouses at the Intercolonial Railway Depot, *St. John, N.B.*, for the foundations, brickwork, masonry, and other work connected therewith; the names of the several contractors, and the amount of each contract; the number and names of the Superintendents and Overseers of the work, and the amount paid for their services. (*Sessional Papers, No. 40g.*)

And also, Return to an Order of this House, dated 2nd March, 1883; for a Return of the several amounts paid for damages for lands taken on Mill and Pond streets, in *St. John, New Brunswick*, for the Intercolonial Railway; the names of the Arbitrators appointed to appraise the land, and the compensation paid to them; the several awards made by them, and the evidence upon which the same were founded, and the several parties to whom the amount of such awards was paid. (*Sessional Papers, No. 40h.*)

Ordered, That Mr. *Landry* have leave to bring in a Bill to limit the jurisdiction of the Supreme Court in Appeal.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

A Bill further to amend an Act, intituled: "An Act relating to Banks and "Banking," and the several Acts amending the same, was, according to Order, read the third time.

Resolved, That the Bill do pass

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Friday last, proposed, That Mr. Speaker do now leave the Chair (for the House in the Committee of Ways and Means);

And the Question being again proposed:—The House resumed the said adjourned Debate.

On motion of Mr. *Charlton*, seconded by Mr. *Cameron (Huron)*,

Ordered, That the Debate be further adjourned.

On motion of Sir *Leonard Tilley*, seconded by Sir *Hector Langevin*,

Resolved, That Government business shall have precedence on Thursdays, during the remainder of the Session.

And then The House adjourned till To-morrow.

Wednesday, 4th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Kirk*,—The Petition of *William Murray* and others, of *South End Lochabar*; and the Petition of *Horatio McDonald* and others, of *Caledonia, St. Mary's, County of Guysborough, Nova Scotia.*

By Mr. *Richey*,—The Petition of *W. H. Waller*, Vice-President, and others, Members of the Metropolitan Society for the Prevention of Cruelty to Animals, and others, of the City of *Ottawa*.

By Mr. *Innes*,—The Petition of the *Guelph Ministerial Association*.

By Mr. *Wood* (*Westmoreland*),—The Petition of *William Wry* and others, of *Shediac*, County of *Westmoreland*, *New Brunswick*.

By Mr. *Mulock*,—The Petition of the Professors and Lecturers of the School of Practical Science at *Toronto*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *Duncan Livingstone* and others, of *Whycocomah*, County of *Inverness*; of *John M. Baillie* and others, of *Wallace*; of *Alexander MacMillan* and others, of *Malagash*, County of *Cumberland*; of *Donald McKenzie* and others, of *St. Peter's* and vicinity, County of *Richmond*, all of *Nova Scotia*; of the Reverend *Joseph Andrew* and others, of the Township of *Lanark*, County of *Lanark*, *Ontario*; of *James Frier* and others, of *Shediac*; of *Andrew Dunn* and others, of *Weldford*; and of *A. W. Walker* and others, of *Bass River* and *Mill Branch*, County of *Kent*, all of *New Brunswick*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of *B. Normandin*, Mayor, and others, of the Town of *Longueuil*; and of *James Thomson*, Mayor of *St. Lambert* and others, of the Parish of *Longueuil*, County of *Chambly*, Province of *Quebec*; severally praying that the Bill now before Parliament, to incorporate the *Saint Lawrence Bridge and Manufacturing Company*, may become law.

Of the *British Columbia* Board of Trade; praying that the Bill now before Parliament, for the equitable distribution of Insolvent's Estates, may become law.

Of the Reverend *Charles E. Trudel*, Curé, and others, of the Municipality of *Malbaie*, County of *Gaspé*; praying that the Fishery Act may be so amended as to make the close season for fly-fishing for salmon to correspond with the close season for net-fishing.

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 9th March, 1882; for a Statement shewing the number of Vessels registered in the Province of *Quebec*,—and also, a Statement shewing the number of Vessels sold, and lost, between the 1st January, 1873, and the 1st January, 1882. (*Sessional Papers*, No. 58a.)

And also, Return to an Order of this House, dated 13th March, 1882; for copies of all Petitions and Correspondence received by the Department of Marine and Fisheries, since January 1st, 1881, in reference to the erection of a Fog-Whistle at the entrance of *Shelburne Harbour*, *Nova Scotia*. (*Sessional Papers*, No. 66.)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 15th March 1883, for copies of all correspondence, Memorials, Petitions and papers, in the hands of the Government, on the subject of duties on Salt. (*Sessional Papers*, No. 65.)

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Fourth Report of the said Committee, which was read, as followeth:—

Your Committee have carefully considered the following Bills and have agreed to report the same, with amendments, viz:—

Bill to incorporate the *Wood Mountain, Qu'Appelle, and Prince Albert Railway Company*.

Bill to amend the several Acts incorporating the "*Portage, Westbourne and North-Western Railway Company*," and to change the name thereof to the "*Great Northern Railway Company of Canada*."

Bill respecting the "*Montreal, Ottawa, and Western Railway Company*" and to change the name thereof to the "*Montreal and Western Railway Company*."

With reference to the two first mentioned Bills your Committee have deemed it advisable to change the titles of the same to that of the "*Wood Mountain and Qu'Appelle Railway Company*," and "*The Manitoba and North-Western Railway Company of Canada*," respectively.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented.—Return to an Address to His Excellency, dated 1st May, 1882, for a copy of all correspondence between the Government of *New Brunswick*, or any of its members, and the Dominion Government or any of its members, in relation to the creation of a new County Court in that Province, and the appointment of a Judge thereto. (*Sessional Papers, No. 67.*)

Also, Return to an Order of this House, dated 20th February, 1882, for a Return shewing the number of cases disposed of by the Judge and several Surrogate Judges of the Maritime Court, since the creation of the said Court, until the first day of February, 1882; shewing the place where each of the said cases was disposed of, the name of Plaintiff and Defendant in each case, and of the vessel or property seized, the amount of each claim, the amount awarded and the final disposition of each case, whether by appeal or otherwise, the amount of costs taxed to the successful party, the amount of Marshall's fees, the amount received by each Officer of the Court in each case, the appraised value of the vessel or property seized, the amount sold for;—also, when the cases were first instituted, and when finally disposed of. (*Sessional Papers, No. 68.*)

Also, Return to an Address to His Excellency, dated 15th March, 1883, for copies of all Petitions, Correspondence, Telegrams, Orders in Council, and other papers upon the subject of the assumption by the Government of the payment of the amount granted by the Town of *Pembroke*, in aid of the *Canada Central Railway*. (*Sessional Papers, No. 69.*)

And also, Return to an Address to His Excellency, dated 1st March, 1882, for copies of the Charters or Constitutions granted by the Crown or the Imperial Parliament, to the Provinces of *Cape Breton, Nova Scotia, Prince Edward Island, New Brunswick, British Columbia, and Vancouver Island*; also, copies of all Acts, Charters, Royal Instructions, Commissions, Orders in Council or Despatches, altering or amending the same, as originally granted, or conferring or withdrawing any political rights, or privileges, before or after the granting of such Charters. (*Sessional Papers, No. 70.*)

On motion of Mr. *Cameron (Inverness)*, seconded by Mr. *McDonald (Cape Breton)*,

Ordered. That there be laid before this House, a Statement shewing the amounts charged in the Public Debt Account of the Dominion of *Canada*, which were expended on Railways, Canals and Navigation securities in *British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia* proper, and the Island of *Cape Breton*, up to the 1st July, 1882; and shewing also the area and population of each of these divisions of the Dominion of *Canada* respectively.

The Order of the Day being read, for taking into consideration the Bill respecting Carriers by Land, as amended in the Committee of the Whole House;

Mr. *McCarthy* moved, seconded by Mr. *Haggart*, and the Question being proposed, That the Bill be now taken into consideration;

Mr. *Ouimet* moved, in amendment, seconded by Mr. *Abbott*, That all the words after "That" to the end of the Question, be left out, and the words "in the opinion of this House, the adoption of this Bill would be unconstitutional and injudicious" inserted instead thereof;

And a Debate arising thereupon:

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The Order of the Day being read, for the third reading of the Bill to grant certain powers to the *Acadia Powder Company*;

Mr. *Tupper (Pictou)* moved, seconded by Mr. *Hesson*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Amyot* moved, in amendment, seconded by Mr. *Desjardins*, That all the words after "That" to the end of the Question, be left out, and the words "in the opinion of this House, the Bill is beyond the jurisdiction of the Government of the Dominion of *Canada*," inserted instead thereof;

And a Debate arising thereupon;

On motion of Mr. *Ives*, seconded by Mr. *Wright*,

Ordered, That the Debate be adjourned.

A Bill to amalgamate the Presbyterian Ministers', Widows' and Orphans' Fund in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces in connection with the Church of *Scotland*, and to create a Corporation to administer such Funds was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

A Bill to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to empower the National Insurance Company to wind up its affairs, and to relinquish its Charter, and to provide for the dissolution of the said Company; and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill to unite the *Winnipeg* and *Hudson's Bay Railway and Steamship Company*, and the *Nelson Valley Railway and Transportation Company*, into one Company, under the name of "The *Winnipeg* and *Hudson's Bay Railway and Steamship Company*;"

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The House then resumed the Debate on the Amendment proposed to be made to the Question, That the Bill respecting Carriers by Land, be now taken into consideration;

On motion of Sir *Hector L. Langevin*, seconded by Mr. *Cameron*, (*Victoria*),

Ordered, That the Debate be adjourned.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act passed in the forty-fifth year of the reign of Her present Majesty,

intituled: "An Act to repeal the duty on promissory notes, drafts and bills of exchange," and to declare the Law relating to stamps on promissory notes and bills of exchange, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Scriver* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill to amend the Laws relating to Bills of Lading;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for To-morrow.

On motion of Mr. *McLelan*, seconded by Sir *Hector L. Langevin*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting the examination of Masters or Mates of vessels, registered in *Canada* and employed on the Inland waters of the Dominion or any coasting voyages.

(*In the Committee.*)

Resolved, That it is expedient to provide for the examination of persons desiring to become Masters or Mates of vessels of certain descriptions, registered in *Canada* and employed on the Inland Waters of the Dominion or any coasting voyages; and, that after certain named dates every such vessel so employed must carry a Master certified, after such examination, to be properly qualified, and must also, if of a certain class or description, carry a Mate duly examined and certified as being qualified to act as such.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Rykert* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to provide for the examination of persons desiring to become Masters or Mates of vessels of certain descriptions, registered in *Canada* and employed on the Inland Waters of the Dominion or any coasting voyages; and that after certain named dates every such vessel so employed must carry a Master certified, after such examination, to be properly qualified, and must also, if of a certain class or description, carry a Mate duly examined and certified as being qualified to act as such.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *McLelan* have leave to bring in a Bill respecting certificates to Masters and Mates of inland and coasting ships.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

And then The House adjourned till To-morrow.

Thursday, 5th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. Richey,—The Petition of *John P. Mott*, Vice-President, and others, members of the *Nova Scotia* Society for the prevention of Cruelty, and others, of the City of *Halifax, Nova Scotia*.

By Mr. Jamieson,—The Petition of *John Munro* and others; the Petition of *William Stewart* and others, of *Dalhousie, North Sherbrooke* and *Levant*; and the Petition of *John McNicol* and others, of the County of *Lanark, Ontario*.

By Mr. McLelan,—The Petition of the Reverend *A. F. Thomson* and others, of *Economy*; the Petition of *J. M. Pitblado* and others, of *Truro*; the Petition of *George B. Morrison* and others, of *Five Islands*; the Petition of *Edward Sutton* and others, of *Bass River*; the Petition of *Alexander Cameron* and others, of *Portau-pique*; the Petition of *James E. Dickie* and others, of *Upper Stewiacke*; and the Petition of *John Bradley* and others, all of the County of *Colchester, Nova Scotia*.

By Mr. Pickard,—The Petition of *Archibald Charters* and others, of *New Mary-land*; and the Petition of the Reverend *A. J. Mowatt* and others, of the City of *Fredericton, County of York, New Brunswick*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *Thomas Deacon* and others, of the County of *Renfrew, Ontario*; praying that the Bill now before Parliament, to incorporate the *Loyal Orange Association of British America*, may become law.

Of *David Frieze* and others, of *Maitland, County of Hants*; of the Reverend *Duncan P. McDonald* and others, of *Cow Bay, County of Cape Breton*; of the Reverend *H. H. McPherson* and others, of *Halifax, County of Halifax*; of the Reverend *W. Stuart* and others, of *Green Hill*; of the Reverend *Robert Laird* and others, of *Little Harbour, County of Pictou*, all of *Nova Scotia*; and of *G. S. Grimmer* and others, of *St. Andrews, County of Charlotte, New Brunswick*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Reverend *F. Bourgeault, Curé*, and others, of *Laprairie*; praying that the Bill now before Parliament, to incorporate the *Saint Lawrence Bridge and Manufacturing Company*, may not become law.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 1st March, 1883, for copies of all correspondence between any Member of this House, or other persons, and the Government, in relation to the establishment of direct Steamship communication between *Montreal, Quebec, St. John, New Brunswick, Halifax*, and German Sea-ports. (*Sessional Papers, No. 71.*)

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 2nd April, 1883, for copies of all correspondence, Orders in Council, documents and communications, between the Secretary of State and the Departments of Marine and Fisheries and of Justice, concerning the application of divers Sailors in the port of *Quebec*, praying for a release from confinement, and to return to sea, &c., at the request of *R. Temple*, Master of the British vessel *Genii*. (*Sessional Papers, No. 72.*)

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Fifth Report of the said Committee, which was read, as followeth:—

Your Committee have carefully considered the following Bills, and have agreed to report the same severally amended, viz.:

Bill to amend the Act incorporating the *Atlantic and North-West Railway Company*; and

Bill to amend an Act respecting the *Credit Valley Railway Company*.

The Committee have also had before them the Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada (Limited)*, and beg leave to report that it appears from the statement of the promoters of the said Bill, that they abandon so much of the same as seeks to have powers conferred to lease and operate Railways and Telegraph Lines, etc., and desire to confine the proposed powers of aiding in the construction of Railways and Telegraph Lines.

Be it therefore *Resolved*, That, under these circumstances, the said Bill so to be amended would not be within the ordinary functions of this Committee, and that it be reported to be dealt with as to The House may seem fit.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Fifth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the following Bills, and have agreed to report the same, with amendments, viz:—

Bill to incorporate a Company, under the name of "*H. B. Rathbun and Sons.*"

Bill to incorporate the *Royal Society of Canada*.

Bill to amend and continue in force the Act incorporating the *Grafton Harbour Company*; and for other purposes; and

Bill to amend "An Act to incorporate the *Missionary Society of the Wesleyan Methodist Church in Canada.*"

With reference to the last mentioned Bill, they have amended the Preamble, by striking out the following words: "such other purposes, and to empower the said Society to take money on deposit, and to give annuity bonds, and for other purposes," as your Committee considered them unnecessary.

They also recommend that the fee and charges, less the cost of printing and translation, be refunded on the Bill to incorporate the *Royal Society of Canada*,—and on the Bill to amend "An Act to incorporate the *Missionary Society of the Wesleyan Methodist Church in Canada*,"—as they are not liable to the fees and charges levied on Private Bills, under Rule 58.

Mr. *White (Cardwell)*, from the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, presented to the House the Second Report of the said Committee, which was read, as followeth:—

Your Committee have, in accordance with the Order of the House of the 14th March last, further considered their First Report, and respectfully beg leave to withdraw the same, and to substitute, in lieu thereof, the following Resolution as a recommendation:—

Resolved, That the contract system for the translation of the Official Report of the Debates of this House, be done away with, after this Session; and that four Translators be appointed permanently, and be under the control of the Committee, one to be Chief, at a salary of \$1,000, and three at salaries of \$300 each; none of whom shall be employed in any other manner by The House, except in connection with the Debates:—it being further understood that the Chief Translator shall be responsible for the proof reading and the making of the Index.

The Committee also recommend, that Mr. *J. O. Marceau* be appointed as an additional French Reporter on the Official Reporting Staff, for the remainder of this Session, and be paid *pro rata*.

On motion of Mr. *Richey*, seconded by Mr. *Daly*,

Ordered, That the Fee and charges paid on the Bill to amalgamate the Presbyterian Ministers', Widows' and Orphans' Fund, in connection with the Presbyterian Church of the *Lower Provinces*, and the Widows' and Orphans' Fund of the Presbyterian Church in the *Maritime Provinces*, in connection with the Church of *Scotland*, and to create a Corporation to administer such Funds, less the charges for printing and translation, be refunded, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Friday last, proposed, That Mr. Speaker do now leave the Chair (for the House in the Committee of Ways and Means);

And the Question being again proposed :—The House resumed the said adjourned Debate.

On motion of Mr. *Wigle*, seconded by Mr. *Macmaster*,

Ordered, That the Debate be further adjourned.

And then The House adjourned till To-morrow.

Friday, 6th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

Br. Mr. *Watson*,—The Petition of *Alexander Fleming* and others, of the City of *Brandon, Manitoba*.

By Mr. *Yeo*,—The Petition of the *Pictou, Nova Scotia*, Auxiliary of the British and Foreign Bible Society.

By Mr. *Weldon*,—The Petition of *John Sears*, President, and others, Members of the *New Brunswick Society* for the Prevention of Cruelty to Animals, and others, of the City of *Saint John, New Brunswick*.

By Mr. *Hesson*,—The Petition of the Reverend *George Richardson* and others, of *Stratford, County of Perth*.

By Mr. *Guillet*,—The Petition of the Reverend *John W. Smith* and others, of *Grafton and vicinity, County of Northumberland, Ontario*.

Pursuant to the Order of the Day, the following Petitions were read and received :—

Of *William Murray* and others of *Southend, Lochaber*; of *Horatio Macdonald* and others, of *Caledonia, St. Mary's, County of Guysborough, Nova Scotia*; of the *Guelph Ministerial Association*; and of *William Wry* and others, of *Shediac, County of Westmoreland, New Brunswick*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of *W. H. Waller*, Vice-President, and others, Members of the Metropolitan Society for the Prevention of Cruelty to Animals, and others, of the City of *Ottawa*; praying that the Bill now before Parliament, to amend the Acts respecting Cruelty to Animals, may become law.

Of the Professors and Lecturers of the School of Practical Science at *Toronto*; praying that the Bill now before Parliament, to provide for the admission to the profession of Dominion Land Surveyors of Graduates of the Royal Military College, may not become law, unless all other Scientific Schools in the Dominion be admitted to the like privileges.

Mr. *Colby*, from the Joint Committee of both Houses on the Library of Parliament, presented to the House the First Report of the said Committee, which was read, as followeth:—

The Members, on behalf of the House of Commons, of the Joint Committee on the Library, beg leave to present a First Report:

The attention of the Committee has been specially directed to the necessity, at the present time, of making adequate provision for the enlargement and perfecting of the Library; which has fallen considerably into arrear, in the important sections of works in relation to the North American Continent, and in regard to subjects of Scientific enquiry, mainly on account of large expenditure incurred in the purchase of Law Books, since the establishment of the Supreme Court.

Last Session, upon the advice of the Committee, it was agreed to transfer to the Supreme Court Building, the series of English and American Law Reports. Experience has shewn the inexpediency of separating the Reports from the text-books on law. In consideration, therefore, of the desirability of rendering the Library of the Supreme Court as complete as possible, and at the same time of relieving the Library of Parliament from the great outlay required to maintain this collection in a proper state of efficiency, the Committee have decided to recommend that the bulk of the Law-books be permanently transferred to the Supreme Court Building, that the Department of Justice be henceforth responsible for the maintenance and management of this Law Library, and that it be no longer regarded as forming part of the Library of Parliament: subject, however, to a right of preferential access by Members of both Houses to these books, whenever and wherever they may require to consult them. Such text-books only to be retained in the Library of Parliament, or hereafter added thereto, as may be necessary for purposes of legislation.

In agreeing to the Report of the Sub-Committee on this subject, which is hereto appended, the Committee desire to express their opinion that the Library of Parliament cannot be brought up to a reasonable degree of efficiency for its intended uses, or rendered creditable to the Dominion, without an increase of the present annual Grant. They propose, that for the ensuing five years, the sum of Twelve thousand dollars, at least, should be appropriated, annually, for the augmentation of the Library; especially in the direction above stated, leaving it to the Department of Justice to apply for whatever moneys may need to be voted on behalf of the Law Library assigned to the use of the Supreme Court.

The Committee would beg to call attention to the Report of their Sub-Committee upon the question of salaries payable to the Library staff: and they request the concurrence of both Houses to the recommendations contained therein.

They have duly considered the application, herewith submitted, of *J. G. Bourinot*, Esq., Clerk of the House of Commons, for aid in the publication of a work upon which he has been engaged for some years, in the elucidation of the Practice and Procedure of Parliament. Being satisfied of the merits and usefulness of this treatise, the Committee advise that Three hundred copies of the same be purchased, for the use of Members of both Houses, at the price of Five dollars per copy.

The Committee are desirous of procuring a complete set of all the printed Journals, Statutes, and official records of the several Provinces, now forming part of the Dominion of Canada, from the earliest date; as well as of the official publications of Canada, since Confederation; which shall be retained for reference in the Library only, and not permitted to be taken out of the Building. They have accordingly

instructed the Librarian to make application for such Books in all available directions; and they invite the co-operation of the Executive Government in the furtherance of this undertaking.

SPEAKER'S CHAMBERS,

HOUSE OF COMMONS, 5th April, 1883.

The Sub-Committee, to which was referred the question of the annual grant to the Library, beg leave to report as follows:—

The Sub-Committee felt that the first question to be settled was that of the Law Library. They have come to the conclusion that the present arrangement, whereby the reports are kept in the Supreme Court building, and the text-books in the Library of Parliament, is quite indefensible.

These books should be kept together, and under one management.

They recommend that all the text-books, save earlier editions and text-books on constitutional law, and such others as should be found in a general Parliamentary Library, as, for example, works on Criminal Law, be kept with the Reports in the Supreme Court building: that this Law Library be placed under the control and management of the Department of Justice, which should apply for the necessary votes for its maintenance and management, and that it be no longer treated as part of the Library of Parliament; subject however to the reserved right of Members of both Houses to preferential access to, and use in the Library and the Parliament buildings of any of the books.

They recommend that the future purchase of law books for account of the Library of Parliament be restricted to the Provincial and Supreme Courts reports, and to text-books on questions of constitutional law, which will involve only a limited expense.

They find that the result of the expense for law books since the establishment of the Supreme Court diminishes so seriously the purchases in other branches, that the Library has fallen sadly in arrear.

There is a lamentable deficiency on the subject of books on North America, a subject in which our Library ought to be complete.

The older books wanting on this subject can be obtained only at occasional times and at high prices.

They find also that the Library is very deficient in books on scientific subjects, and that in this respect large arrears have to be made up, as well as considerable yearly purchases to be made.

They would call the attention of the Committee to the fact that a large proportion of the yearly grant is necessarily expended in the purchase of books in the French language, and consequently that the annual charge of this Library must be heavier than for most public libraries where the bulk of the purchases are in one language.

Nevertheless, the grant compares very unfavourably with the resources at the command of other Libraries, as will appear from the Memorandum appended to this report.

On former occasions the state of the public revenues rendered it inopportune to propose an increase to the grant, but the Sub-Committee feel that under the present circumstances they would be wanting in their duty if they were to hesitate to propose that step.

They believe that a special grant should be made for five years of \$2,000 a year, to be devoted exclusively to the purchase of books on North America; and that the general grant should for the same period be in addition at least \$10,000 a year; and

they recommend that this proposal should be submitted to Parliament for its concurrence.

They recommend also that all the rare and specially valuable works in the Library be placed in a separate room, and that special precautions be taken by the Librarian for their preservation.

All which is respectfully submitted.

GEORGE A. KIRKPATRICK.

OTTAWA, 21st March, 1883.

MEMORANDUM of Annual Expenditure on behalf of certain large Public Libraries: compiled from official sources.

Boston Public Library, (containing 400,000 vols.), has an annual grant from the city of \$115,000; in addition to an income arising from trust funds.

Cincinnati Public Library (123,000 vols.) expended, last year, \$51,465.

Astor Library; and Lenox Library, New York. Each possesses an endowment of over \$1,100,000.

Manchester Public Library, (160,000 vols.), expends annually about \$55,000.

Library of Congress, Washington, (400,000 vols.) has an annual grant from Congress, for increase and management, of \$52,840.

Melbourne Public Library, Victoria, Australia. (Nearly 100,000 vols). Grant, last year, was \$25,000.

British Museum Library, expends annually about \$50,000 in the purchase of books; besides enormous additions under the Copyright Act: \$12,500 for the purchase of manuscripts; and about \$45,000 for binding and repair of books.

The Library of Cornell University, New York, has an income of nearly \$50,000 per annum.

A new Library has recently been established in the *State of Indiana*, with funds amounting to \$750,000, which are to be spent in the purchase of books within the next ten years. And in the north-west part of *Chicago*, a sum of over \$2,000,000, has been bequeathed to found a Free Library in that part of the city; in addition to the large Public Library which has existed in Chicago since 1872.

The Sub-Committee, to which was referred the question of the Salaries of the Library Staff, beg to report as follows:—

1. The Joint Library Committee on the 13th day of April, in A.D. 1880, reported on the whole subject and fixed the salaries and the principle which should regulate increases, (See Commons Journals, page 232) and this Report has since been acted on.

2. Mr. *Laperrière* applies to be made a Chief Clerk; but the Sub-Committee have not been able to take the view that such an officer is necessary for the proper performance of the public business in the Library; and they cannot recommend the step.

3. A difficulty has arisen in the cases of Messrs. *Fletcher* and *Campbell*, owing to the change in the classification of Clerks made by the Civil Service Act of last Session.

In order that these two gentlemen may obtain the \$50 increases for the current and the next year, for which they are eligible under the Report already mentioned, and for which they have been recommended, it is necessary under the ruling of the Auditor General, that there should be a recommendation of the Committee, concurred in by Parliament.

The Sub-Committee are satisfied that Messrs. *Fletcher* and *Campbell* are entitled to these increases, and they recommend that this view should be adopted by the

Committee, and recommended to Parliament for its concurrence; when doubtless the necessary votes will be submitted.

4. Mr. *L. J. Casault* has applied for an increase to his salary, which was fixed by the former Report at \$850 a year, with his residence.

The Sub-Committee are of opinion that the emoluments of Mr. *Casault* are adequate to the office of Chief Messenger and Caretaker, but they have ascertained that Mr. *Casault* having acquired a very comprehensive knowledge of the library has made himself extremely useful in assisting in the discharge of the duties towards Members and the public which devolve on the Clerks in the library; and in consideration of his special qualifications and services the Sub-Committee recommend a further and final addition to his emoluments of \$50 a year.

But the Sub-Committee recommend that in the event of a vacancy in Mr. *Casault's* office the whole question of the emoluments attached to that office be considered open; as according to the impression of the Sub-Committee the salary should be reduced were the duties limited to those of Chief Messenger and Caretaker.

The Sub-Committee make no other recommendations on the subject of salaries, as the application of the principles of the Report of 1880 seems to settle satisfactorily all questions arising as to the other officers.

3RD APRIL, 1883.

THE HONOURABLE G. A. KIRKPATRICK,
Speaker of the House of Commons.
&c., &c., &c.

DEAR MR. SPEAKER,—During the past ten years I have employed a large portion of my leisure time in the preparation of a treatise on the rules, usages, and procedure of the Senate and House of Commons. This work has been very carefully compiled from the most authoritative sources in England and Canada. It explains the origin of every rule and usage, and the practice in reference to the same. It shews the difference, whenever any exists, between the practice of the Canadian Parliament and the practice of the English Houses. In all doubtful and unprovided cases, the practice of the English Parliament is set forth and sustained by many references. It has been my object throughout to give the work that practical scope which my official experience of fifteen years in the two Houses proves to me will be most useful to the Parliamentarian.

This work is divided into twenty-two chapters, each of which is a very full exposition of the particular subject therein treated. These chapters are also divided into distinct parts, so that a reference may be made in an instant to any special point. For example:—

CHAPTER XIV.—*Public Bills.*

- I. Introduction of Tax or Money Bills.
- II. Procedure in presenting Bills in the two Houses.
- III. Bills relating to Trade.
- IV. Bills involving charges or burthens on the people, considered first in Committee of the Whole.
- V. Second Reading of Bills.
- VI. Motion that the House go into Committee of the Whole.—Instructions.
- VII. Reference of Bills to Select Committees.
- VIII. Notice of Amendments in Committee of the Whole.
- IX. Bills reported from Select Committees.
- X. Proceedings in Committee of the Whole.
- XI. Report from Committee of the Whole.
- XII. Bills not referred to Committee of the Whole.

- XIII. Third Reading of Bills.
- XIV. Motion for passage of Bills.
- XV. Bills communicated to either House and proceedings in case of amendments thereto.
- XVI. Royal Assent to Bills.
- XVII. Revival of a Bill.
- XVIII. Bill introduced by mistake.
- XIX. Expedition in passage of Bills.
- XX. Bills once introduced, not altered except by authority of the House.
- XXI. Mistakes during the passage of a Bill, and method of correcting the same.
- XXII. Loss of a Bill during a Session.
- XXIII. The same Bill, if once rejected, not to be again presented in the same Session.
- XXIV. Acts may be amended in the same Session.

This method of dividing each Chapter, taken in connection with a copious Index, ought to make the work much more easy of reference.

The Chapters on Private Bills will also be found very useful, since it has been my aim to cite the various precedents which illustrate the large constitutional scope of Dominion legislation.

I have also thought it advisable to give in an Introductory Chapter a brief review of the various Constitutional changes which have led to the establishment of the very liberal system of parliamentary government that Canada now enjoys. In this Chapter, the reader will find a digest of the various Constitutional enactments under which the British North American Provinces have been, and are now governed, as well as references to such authorities as are necessary to a clear understanding of our parliamentary system.

The labour necessary to perfect this work has been very considerable, but I shall be quite content if it answers the purpose for which it is intended. My own experience at the Table of the House has shewn me that a work of this nature, carefully compiled, ought to be invaluable to the Parliamentarian.

It is my desire to have this work published in time for the next Session of Parliament. The labour of reading the proofs and preparing the Index will necessarily require several months. I may also add here that the precedents will be brought down to the end of the present Session.

I feel it due to myself to say that had I devoted the same amount of time and labour to other studies of more general interest, I might have received far larger compensation than I am ever likely to receive from the publication of a work whose circulation must be necessarily confined to Canada. I have, however, felt that the Members of the two Houses will fully appreciate my desire to devote myself to those studies which may render my services more useful to Parliament.

I would therefore respectfully submit the result of my labours to the careful consideration of yourself and other members of the Committee on the Library of Parliament. Should the work meet with the approval of the Committee, I would fain hope that they will make such a report as may encourage me to publish it as soon as possible in a creditable style and form.

I have the honour to remain,

Respectfully yours,

JNO. GEO. BOURINOT.

Mr. Abbott, from the Select Standing Committee on Banking and Commerce, presented to the House the Fifth Report of the said Committee, which was read, as followeth:—

Your Committee have again had under consideration the Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London* and

Ontario Investment Company (Limited). The same having been, by a Special Order of the House of the 2nd instant, referred back to this Committee for further consideration, they desire to report the same again amended.

They have also had under consideration the following Bills, and have agreed to report the same, severally amended, *viz.* :—

Bill to continue an Act to incorporate sundry persons by the name of the President, Directors and Company of the Farmers' Bank of *Rustico*.

Bill to incorporate the *Brant County Bank*.

Bill to incorporate the Royal Canadian Passenger Steamship Company.

They have also had before them the Bill to incorporate the Federal Life Assurance Company, and the promoters thereof having expressed their desire to withdraw the same, the Committee would recommend that the said Bill be withdrawn, and that the Fee and charges paid thereon, less the charges for printing and translation, be refunded.

On motion of Mr. *McCarthy*, seconded by Mr. *Ouimet*,

Ordered, That the Fee and charges paid on the Bill to amend an Act to incorporate the Missionary Society of the Wesleyan Methodist Church in *Canada*, less the charges for printing and translation, be refunded, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

On motion of Mr. *Desjardins*, seconded by Mr. *Dawson*,

Ordered, That the Fee and charges paid on the Bill to incorporate the Royal Society of *Canada*, less the charges for printing and translation, be refunded, in accordance with the recommendation of the Select Standing Committee on Miscellaneous Private Bills.

On motion of Mr. *Kilvert*, seconded by Mr. *Vanasse*,

Ordered, That the Bill to incorporate the Federal Life Assurance Company be withdrawn, and that the Fee and charges paid thereon, less the charges for printing and translation, be refunded, in accordance with the recommendation of the Select Standing Committee on Banking and Commerce.

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Friday the 30th March last, proposed, That Mr. Speaker do now leave the Chair (for the House in the Committee of Ways and Means);

And the Question being again proposed :—The House resumed the said adjourned Debate.

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

A Bill to empower the National Insurance Company to wind up its affairs, and to relinquish its charter, and to provide for the dissolution of the said Company, was, according to Order, read the third time.

Resolved, That the Bill do pass, and that the Title be : "An Act to empower the National Insurance Company to wind up its affairs and relinquish its charter and to provide for the dissolution of the said Company."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Wood Mountain, Qu'Appelle and Prince Albert Railway Company*, and,

after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be : "An Act to incorporate the *Wood Mountain and Qu'Appelle Railway Company*."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill respecting the *Montreal, Ottawa and Western Railway Company* and to change the name thereof to the "*Montreal and Western Railway Company*," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act incorporating the *Atlantic and North-West Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend an Act respecting the *Credit Valley Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the House in Committee on the Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada (Limited)*;

Ordered, That the said Order be discharged.

Ordered, That the Bill be referred to the Select Standing Committee on Miscellaneous Private Bills.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate a Company under the name of "*H. B. Rathbun and Sons*," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Guillet* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to incorporate a Company under the name of 'The Rathbun Company.'"

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Royal Society of *Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Colby* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend and continue in force the Act incorporating the *Grafton Harbour Company*, and for other purposes, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ives* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time on Monday next.

The House, according to Order, resolved itself into a Committee on the Bill to amend an Act to incorporate the Missionary Society of the Wesleyan Methodist Church in *Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House then resumed the Debate on the Question, That Mr. Speaker do now leave the Chair (for the House in the Committee of Ways and Means).

And the House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 7th April, 1883.

And the Question being put;

Ordered, That Mr. Speaker do now leave the Chair.

The House accordingly resolved itself into the Committee of Ways and Means; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, on Tuesday next, again resolve itself into the said Committee.

And then The House, having continued to sit till ten minutes before Three of the Clock on Saturday morning, adjourned till Monday next.

Monday, 9th April, 1883.

PRAYERS.

Mr. Speaker informed the House, That the Clerk of the Crown in Chancery had, in obedience to the Order of this House, of Wednesday the 21st February last, laid upon the Table, a Statement from the Records of the Elections to the present House of Commons, shewing the number of votes polled for the respective Candidates in the several Electoral Districts and in the various sub-divisions thereof, together with the number of ballots rejected and spoiled in each sub-division, at the last General Election; and also at each Election held subsequently thereto up to date; also the number of Electors on the Electors lists, together with the population as shewn by the last Census of every such sub-division, whether there was an Election by acclamation, or a poll; and a separate Statement in each case in which a recount or re-addition was made, shewing the changes made in every sub-division and in the District on such recount with the number of ballots rejected which had been formerly allowed, and allowed which had been formerly rejected in each such sub-division, with the reasons so far as obtainable for such rejection or allowance. (*Sessional Papers, No. 77.*)

Mr. Speaker laid before the House,—General Statements and Returns of Baptisms, Marriages and Burials in the Districts of *Arthabaska, Chicoutimi, Quebec and Three Rivers*, and in the County of *Gaspé*, for the year, 1882. (*Sessional Papers, No. 41*)

And also, a Statement of the Affairs of the British Canadian Loan and Investment Company (Limited), on the 31st December, 1882, with Debenture Prospectus, and List of Shareholders of the said Company. (*Sessional Papers, No. 73.*)

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Guillet*,—The Petition of *Joel Turney* and others, of *Vernonville* and vicinity, County of *Northumberland, Ontario*.

By Mr. *Burpee (St. John)*,—The Petition of the Reverend *E. Bruce* and others, Members of *St. David's Church, St. John, New Brunswick*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John P. Mott*, Vice President, and others, members of the *Nova Scotia Society for the Prevention of Cruelty*, and others, of the City of *Halifax, Nova Scotia*; and of *John Sears*, President, and others, members of the *New Brunswick Society for the Prevention of Cruelty to Animals*, and others, of the City of *Saint John, New Brunswick*; severally praying that the Bill now before Parliament to amend the Acts respecting Cruelty to Animals, may become law.

Of *John Munro* and others; of *William Stewart* and others, of *Dalhousie, North Sherbrooke and Lavant*; of *John McNicol* and others, of the County of *Lanark, Ontario*; of the Reverend *A. F. Thomson* and others, of *Economy*; of *J. M. Pitbaldo* and others, of *Truro*; of *George B. Morrison* and others, of *Five Islands*; of *Edward Sutton* and others, of *Bass River*; of *Alexander Cameron* and others, of *Portapique*; of *James E. Dickie* and others, of *Upper Stewiacke*; of *John Bradley* and others, all of the County of *Colchester, Nova Scotia*; of *Archibald Charters* and others, of *New Maryland*; of the Reverend *A. J. Mowatt* and others, of the City of *Fredericton, County of York, New Brunswick*; of *Alexander Fleming* and others, of the City of *Brandon, Manitoba*; of the Reverend *George Richardson* and others, of *Stratford, County of Perth*; and of the Reverend *John W. Smith* and others, of *Grafton* and

vicinity, County of *Northumberland, Ontario*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *Pictou, Nova Scotia*, Auxiliary of the British and Foreign Bible Society; praying for the abolition of the duty on the importation of the Sacred Scriptures.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 7th March, 1883, for copies of all correspondence in relation to the erection of Semaphores on the Wharf at *Riviere du Loup*, in the County of *Temiscouata*, and on the Brandy Pots. (*Sessional Papers, No. 74.*)

And also, Return to an Order of this House, dated 14th March, 1883, for copies of all Reports made up to this date, respecting the movement of the ice at the Wharf at *Rivière du Loup*, and the Wharf at *Rivière Ouelle*. (*Sessional Papers, No. 75.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 15th March, 1883, for copies of all correspondence between the Government of *Canada* or any Department thereof, and the Grand Trunk Railway Company of *Canada*, or any of its officers, in relation to the subjects stated in the advertisement published in the *Canada Gazette* of the 3rd March, instant, of *H. W. Tyler*, President, and *J. B. Benton*, Secretary of said Company, dated at Dashwood House, 9 New Broad street, *London*, 28th February last, calling a meeting of the said Company at *London* on the 29th March, instant, for the consideration amongst other things of the purchasing of Bonds and Shares of the *Wellington, Grey and Bruce Railway*; also, the purchase on behalf of the Company of certain Stocks and Shares of the *Hamilton and North-Western Railway Company* and of the *Saint Lawrence and Ottawa Railway Company*; also, all copies of the traffic arrangement or correspondence in relation thereto, or of correspondence in relation to the purchase or sale of the *North Shore Railway Company* by or between the said last named Company and the *Grand Trunk Railway Company of Canada*, or with the Government of *Canada*, together with a Statement in detail of any liability or obligation which has been created by the said *Grand Trunk Railway Company* or on their behalf in connection therewith. (*Sessional Papers, No. 76.*)

Also, Return to an Order of this House, dated 15th March, 1883, for a Return of all accidents and casualties which have occurred on the *Grand Trunk Railway of Canada*, and any of its Branch Railways, or Railways associated with it, or under its control, involving either loss of life or injury to person or property; with a Statement shewing the full extent and particulars of such casualties, the points at which they occurred, and the causes and nature thereof; with a Copy of the By-laws, Rules and Regulations of the said Railway Company, branch Railways, associated Railways, and Railways under its control, as required by the 55th section of the *Railway Act of 1879*. (*Sessional Papers, No. 76a.*)

Also, Return to an Order of this House, dated 15th March, 1883, for a copy of all correspondence between the *Grand Trunk Railway Company of Canada*, or any of its officers and the Government of *Canada*, or any of the Departments or Members of the Government, in reference to the purchase or sale of the *Rivière du Loup Branch* of the said Railway now owned by the Government of *Canada*; also, any correspondence shewing the manner in which the said Company have expended or proposed to expend the money so received for the said *Rivière du Loup Branch*; and also, all correspondence in reference to their expending the said money or any portion thereof, either in purchasing or constructing a Railway or Railways in the *United States*, either in their own name or by an associated Company, or in any other way, and how much money received for the *Rivière du Loup Railway* purchase has been so expended; and also, any and all correspondence shewing whether the Government lien for the debt of £3,111,500 and accrued interest owing by the said Railway, attaches upon the said Railway or Railways so purchased or built in the said *United States*, with the length and cost of the same. (*Sessional Papers, No. 76b.*)

Sir *Charles Tupper* also presented, pursuant to a Resolution of this House, dated 20th February, 1882,—Further Report giving information on subjects affecting the

Canadian Pacific Railway Company up to latest date, viz.: Location Eastern Section, *Current Creek to Nipigon*, and Freight Tariff, Western Division. (*Sessional Papers, No. 27j.*)

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Colby*,

Resolved, That this House doth concur in the Second Report of the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session.

Ordered, That Mr. *Colby* have leave to bring in a Bill to amend and extend to the Dominion, the provisions of the seventy-first chapter of the Consolidated Statutes of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time, and ordered to be read a second time To-morrow.

The House resumed the adjourned Debate on the Amendment which was, on Wednesday last, proposed to be made to the Question, That the Bill (to grant certain powers to the *Acadia Powder Company*) be now read the third time; and which Amendment was, That all the words after "That" to the end of the Question, be left out, and the words, "in the opinion of this House the Bill is beyond the jurisdiction of the Government of the Dominion of *Canada*," inserted instead thereof;

And the Question on the Amendment being again proposed;

Mr. *Blake* moved, in amendment to the said proposed amendment, seconded by Mr. *Laurier*, That the words, "in the opinion of this House the Bill is beyond the jurisdiction of the Government of the Dominion of *Canada*," be left out, and the words, "the Bill be now re-committed to a Committee of the whole House for the purpose of further consideration," inserted instead thereof.

And the Question being put on the Amendment to the said proposed Amendment:—It was resolved in the Affirmative.

And the Question being put on the Amendment to the original Question, as amended:—It was resolved in the Affirmative.

Then the main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the whole House for the purpose of further consideration.

The House accordingly resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The House, according to Order, resolved itself into a Committee on the Bill to amend the several Acts incorporating the *Portage, Westbourne* and North-Western Railway Company, and to change the name thereof to the Great Northern Railway Company of *Canada*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had gone through the Bill and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to amend the several Acts incorporating the *Portage, Westbourne* and North-Western Railway Company," and to change the name thereof to the "*Manitoba* and North-Western Railway Company of *Canada*."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company (Limited)*; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to continue an Act to incorporate sundry persons by the name of the President, Directors and Company of the *Farmers' Bank of Rustico*, and, after some time spent therein Mr. Speaker resumed the Chair; and Mr. *Weldon* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Brant County Bank of Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Kilvert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Royal Canadian Passenger Steamship Company*, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Macmillan (Middlesex)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act to amend 'An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations,'" to which they desire the concurrence of this House.

On motion of Mr. *Sutherland (Selkirk)*, seconded by Mr. *Yeo*,

Ordered, That there be laid before this House, a Statement in Trade and Navigation Tables form, of the importation into *Manitoba* and the *North-West*, of Agricultural

implements, also, waggons, sleighs and carriages, from the 30th June, until 31st December last.

On motion of Mr. *Sutherland (Selkirk)*, seconded by Mr. *Yeo*,

Ordered, That there be laid before this House, a Statement in the same form, as near as may be, of the Trade and Navigation Tables, of all Agricultural implements, carriages, waggons and sleighs, shipped in bond to *Manitoba* from other Provinces of the *Dominion*, from 1st July, to 31st December last.

On motion of Mr. *Sutherland (Selkirk)*, seconded by Mr. *Yeo*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Correspondence and Orders in Council since the commencement of last Session, in reference to Subsidies or Grants for the Province of *Manitoba*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Sutherland (Selkirk)*, seconded by Mr. *Yeo*,

Ordered, That there be laid before this House, a Statement, in the form as near as may be of, the Trade and Navigation Tables, of all Agricultural implements, carriages, waggons and sleighs shipped in bond to *Manitoba* from other Provinces of the *Dominion*, during the fiscal year ending the 30th June last.

On motion of Mr. *Sutherland (Selkirk)*, seconded by Mr. *Yeo*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council, Regulations and Correspondence with agents as to the withdrawal from homestead and pre-emption of all lands South of the main line of the Canadian Pacific Railway; also, copies of the existing Regulations in respect to the disposal of said lands.

Ordered. That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Despatches, Orders in Council and Reports on the subject of the withdrawal of the Troops from *Halifax*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, a Statement of the value of Agricultural implements, carriages, waggons, &c., on which have been based the proposed new Specific Duties, with the data on which such values were fixed.

Mr. *Curran* moved, seconded by Mr. *Hesson*, and the Question being proposed, That a copy of the *Hansard* containing the Debate on the introduction of the National Policy in 1879, would be of great advantage to the Honourable Members of this House, and that measures should be taken to provide them with such copies; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Dawson*, seconded by Mr. *Royal*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return of

all correspondence between the Government of the Dominion and the Government of Ontario, in reference to the disposal by the latter of lots, covered by water in the Harbours of Lakes Huron and Superior, to private individuals.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. Vail, seconded by Mr. Burpee, (*St. John*),

Ordered, That there be laid before this House, a Statement of the amount collected for wharfage at the Public Pier at Digby, Nova Scotia, for each year from 1879 to 1882 inclusive.

On motion of Mr. Fortin, seconded by Mr. Grandbois,

Ordered, That there be laid before this House, copies of all correspondence relating to the Steamer running in connection with the Intercolonial Railway between Campbellton, Gaspé, and intermediate ports.

Mr. McLelan, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 9th April, 1883, for a Statement of the Amount collected for Wharfage at the Public Pier at Digby, Nova Scotia, for each year from 1879 to 1882, inclusive. (*Sessional Papers, No. 79.*)

On motion of Mr. Irvine, seconded by Mr. Burpee (*Sunbury*),

Ordered, That there be laid before this House, copies of all letters, Reports and other documents relating to any complaint or charge preferred against Stephen G. Burpee, Postmaster at Florenceville, N.B., since January 1st, 1879.

On motion of Mr. Irvine, seconded by Mr. Burpee (*Sunbury*),

Ordered, That there be laid before this House, copies of all correspondence which passed between any Department of the Government and any person whomsoever, in relation to the appointment of James H. Jacques and Charles Kearney, of Carleton County, New Brunswick, both or either of them, to positions in the Civil Service of Canada.

On motion of Mr. De St. Georges, seconded by Mr. Rinfret,

Ordered, That there be laid before this House, copies of all correspondence between the Government and the Lake St. John Railway Company, in relation to the Subsidy granted to the said Company, and a Statement of all sums paid to the said Company, on account of the said Subsidy, up to this date.

On motion of Mr. Kirk, seconded by Mr. Campbell (*Renfrew*),

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, papers or telegrams that have passed between the Government of the Dominion or any member thereof, and the Government of the United States of America, or any member or officer thereof, and any member or officer of the United States National Distillers' Association, in relation to the modification of the existing Customs Laws, and Regulations of this Dominion, and all Orders in Council in relation thereto, and also all Petitions, correspondence and telegrams from persons or associations in this Dominion, relating to the subject.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

Mr. Hawkins moved, seconded by Mr. Hesson, and the Question being proposed, That a Special Committee be appointed to examine and report upon the conduct of the County Judge of the County of Kent, Province of Ontario, in refusing to re-count

the votes or ballots cast at the Election for a Member to represent the Electoral District of *Bothwell*, in the House of Commons of *Canada*, held in the month of June, 1882, though application therefor was duly made, accompanied with a deposit receipt shewing that the necessary deposit in money had been made with the Clerk of the Crown and Pleas, by *James Dawson*, a duly qualified Elector of the said District, on behalf of *J. J. Hawkins*, one of the Candidates at the said Election; and that the said Committee be composed of Messrs. *Beaty, Daly, Macmaster, Macmillan (East Middlesex), Tupper (Pictou), Amyot, Weldon, Wells* and *Davies*, with power to send for persons, papers and records;

And a Debate arising thereupon;

And the House having continued to sit till after Twelve of the Clock on Tuesday morning;

TUESDAY, 10th April, 1883.

And the Question being put:—It passed in the Negative.

And then The House, having continued to sit till five minutes after Twelve of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 10th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Gillmor*,—The Petition of the Reverend *J. M. Sutherland* and others, of the Parish of *St. James*, County of *Charlotte*, *New Brunswick*.

By Mr. *Wilson*,—The Petition of *M. Hunsberger* and others, of *St. Thomas*, County of *Elgin*, *Ontario*.

By Mr. *King*,—The Petition of the Reverend *Samuel Johnson* and others, of *Chipman*, County of *Queen's*, *New Brunswick*.

By Mr. *McDougald*,—The Petition of *Isaac Carmichael* and others, of *Fishers' Grant*, County of *Pictou*, *Nova Scotia*.

By Mr. *Moffat*,—The Petition of *Neil Shaw* and others, of *Maple Green*, *Point la Nim* and *Dundee*, County of *Restigouche*, *New Brunswick*.

Sir Hector L. Langevin, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Sixth Report of the said Committee, which was read, as followeth:—

Your Committee have again considered the Bill to amend the Act incorporating the *Kingston and Pembroke Railway Company*, and the Act amending the same, referred back to them for further consideration, and report the same, again amended.

Your Committee have had under consideration the Bill to amend the Acts relating to the *New Brunswick Railway Company*,—and the Bill to amend the Act to incorporate the *Ontario Pacific Railway Company*, and have agreed to report the same, severally amended.

Your Committee have also had under consideration the Bill to amend the Act incorporating the *Great Eastern Railway Company*, and have agreed to report the same, without any amendment, and recommend that the Fee and charges paid on the Bill be refunded.

Mr. White (*Cardwell*), from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Fifth Report of the said Committee, which was read, as followeth:—

The Committee have carefully examined the following documents, and recommend that they be printed, viz. :—

Return to Order,—Statement in detail of all sums expended in connection with the Canadian *Pacific* Railway Commission as to persons paid, &c., and as to the printing of the Evidence or Report. (No. 27*g*)

Copies of the contracts for the Canadian *Pacific* Railway in terms of Section 19 of the Act 37 *Victoria*, Chapter 14, Nos. 94, 95, 96, 97 and 98. (No. 2*i*.)

Supplementary Return to Address (Senate),—Correspondence relating to the Mail Service between *Canada* and the United Kingdom, or to the rates of freight charged by the proprietors of the line of steamships by which such Mail Service is performed. (*In Sessional Papers only.*) (No. 39*a*.)

Return to Order, shewing the nature of the Rolling Stock purchased for the Intercolonial Railway, as contained in the item of \$153,853.84, on page 238, Part 2 of the Public Accounts of 1882. (No. 40*f*.)

Return to Order,—Amounts paid for damages for lands taken on Mill and Pond Streets in *St. John, New Brunswick*, for the Intercolonial Railway, and the names of the Arbitrators, &c. (No. 40*h*.)

Return to Address (Senate),—Memorial addressed to His Excellency from the Royal Society of *Canada*, relative to the representation of *Canada* in the International Conference to determine a Standard Meridian now contemplated by the Congress of the *United States*. (No. 48.)

Return to Address,—Correspondence between the Government of *Canada* and that of the *United States* or any Board of Trade, upon the question of Reciprocal trade between the two countries. (No. 55.)

Return to Order,—Statement shewing the quantities of distilled and fermented liquors imported into and taken for consumption in *Canada* from 1868 to 1882, under the names as given in the Trade Returns, and the Inland Revenue Returns, and the amount of materials used in Brewing and Distilling alcoholic liquors in the several Provinces of *Canada*, during the same years. (No. 59.) (4,000 copies in *English* and 1,000 copies in the *French language*.)

Return to Order,—Correspondence in relation to the Hydrographical Survey of the Great Lakes, the River and Gulf of *St. Lawrence*, and the other Maritime Coasts of *Canada*. (No. 64.) (*Sessional Papers only.*)

Return to Address,—Correspondence, &c., on the subject of the assumption by the Government of the payment of the amount granted by the Town of *Pembroke*, in aid of the *Canada* Central Railway. (No. 69.)

Return to Address,—Copies of the Charters or Constitutions granted by the Crown or Imperial Parliament to the Provinces of *Cape Breton, Nova Scotia, Prince Edward Island, New Brunswick, British Columbia* and *Vancouver Island*, also as to altering or amending the same. (No. 70.) (*Sessional Papers only.*)

Return to Order,—Correspondence in relation to the establishment of direct Steamship communication between *Montreal, Quebec, St. John, New Brunswick, Halifax* and German Sea-ports. (No. 71.) (*Leaving out all printed matter.*)

Third Report of the Select Standing Committee of the House of Commons on Railways, Canals and Telegraph Lines, with the "Statements" attached thereto. (*App. No. 1.*)

The Committee would also respectfully recommend that the following documents be not printed, viz. :—

Return to Address,—Statement of all expenditures in connection with the Commission to the Honourable *James Cockburn, Q.C.*, to consolidate the Dominion Statutes, with copy of the same, and of any Report by him. (No. 17*a*.)

Return to Address,—Correspondence, &c., touching the appointment of a Commissioner in connection with the revision of the Canadian Statutes, and of all payments made in connection with such appointment. (No. 17*b*.)

Map showing the Canadian *Pacific Railway* as located for construction between *Callander* and *Algoma Mills*, 191 miles. (No. 27h.)

Return to Order,—Correspondence in reference to the removal and dismissal of *Wm. D. McCallum*, Chief Train Despatcher at *Truro*, &c., &c. (No. 40c.)

Return to Order,—Return of casualties to trains on the Intercolonial Railway, where no loss of life or personal injury occurred, from 1st March, 1882, to March 1st, 1883, with amount of damage and compensation paid. (No. 40d.)

Return to Order,—Copies of the account rendered by *Dr. Lebel*, of *St. Gervais*, for attendance on an employé of the Intercolonial Railway, named *Dionne*, during last autumn;—and also of *Dr. Renouf* in the same case. (No. 40e.)

Return to Order,—Return of all Tenders submitted for the construction of the Freight Sheds and Warehouses, at the Intercolonial Railway Depot, *St. John, N.B.*, (No. 40g.)

Return of Baptisms, Marriages and Burials in certain Districts in Lower Canada. (No. 44.)

Return to Order,—Copy of the contract for the building of the Drill Shed at *Iona, Ontario*, with report of inspection of the same, and the payment of sums on account of such contract. (No. 50.)

Return to Address,—Copies of the Order in Council, dismissing *Mr. Octave C. de la Chevrotière* from his position as keeper of a lighthouse, situated in the Parish of *Lotbinière*. (No. 51.)

Return to Order,—Return of the advertisement for the construction of the Breakwater at *Port Lorne, N.B.*, and the several tenders therefor. (No. 52.)

Return to Order,—Correspondence relating to the building of a Breakwater at *New Harbour, Guysboro' Co., N.S.* (No. 52a.)

Return to Order,—Correspondence with *Mr J. A. Miller*, late Justice of the Court of Queen's Bench, *Manitoba*, on the subject of the resignation of his office. (No. 53.)

Return to Order,—Copy of the Engineer's Report of survey made at *Summerside Harbour, Prince County, P.E.I.*, during the last summer, with a view to improving the navigation of said Harbour. (No. 54.)

Return to Order, shewing the number of Cadets that have graduated at the Royal Military College since its establishment; the names of those who have obtained commissions in the Imperial Service, &c., &c. (No. 56.)

Return to Order,—Tenders for the re-building of the Lighthouse at *Quaco, N.B.*, and to whom the contract was awarded. (No. 57.)

Return to Order,—Correspondence relating to the disasters which have occurred to Canadian vessels navigating the Great Lakes and the Georgian Bay within the past three years. (No. 58.)

Return to Order,—Statements shewing the number of vessels registered in the Province of *Quebec*, also, Statement shewing the number of vessels sold or lost between 1st January, 1873, and 1st January, 1882. (No. 58a.)

Statement of the Supreme Court of *Canada*, that Schedule D, annexed to the Rules of the Court, be amended. (No. 63.)

Return to Order,—Correspondence on the subject of duties on Salt. (No. 65.)

Return to Order,—Correspondence in reference to the erection of a Fog whistle at the entrance of *Shelburne Harbour, N. S.* (No. 66.)

Return to Address,—Correspondence with the Government of *New Brunswick*, in relation to the creation of a new County Court in that Province, and the appointment of a Judge thereto. (No. 67.)

Return to Order,—Return shewing the number of cases disposed of by the Judge and several Surrogate Judges of the Maritime Court, since the creation of the said Court, until the 1st February, 1882. (No. 68.)

Return to Address,—Correspondence concerning the application of divers sailors in the Port of *Quebec*, praying for a release from confinement, and to

return to sea, &c., at the request of *R. Temple*, master of the British vessel *Genii*. (No. 72.)

List of Shareholders and Statement of Affairs of the British Canadian Loan and Investment Company, on 31st December, 1882. (No. 73.) (*Senate*.)

The Committee would also respectfully recommend, that as applications have been made from the "Select Standing Committee on Immigration and Colonization," and from the "Select Committee appointed to take into consideration the subject of *Interprovincial Trade*," &c., that the evidence taken before them from day to day, be printed for the use of the Committees,—such applications be granted.

Mr. Caron, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 15th March, 1883, for copies of all tenders, advertisements, contracts, letters, accounts, vouchers, warrants, Reports and other papers, in connection with the purchase of blankets for the Militia during the Recess. (*Sessional Papers*, No. 31b.)

Sir Charles Tupper, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 15th March, 1882, for a Statement of the total quantity of Land agreed to be sold by the Canadian *Pacific Railway Company*, the total price agreed to be paid therefor, during each month up to the 1st day of March, 1882, distinguishing between the sales of farming lands and those of town, village or station lots, woodland, mineral, quarry lands and other special sales, and including the quantities and prices realized for lands in which the Company became interested by agreements in connection with the location of stations. (*Sessional Papers*, No. 27k.)

Sir John A. Macdonald, a Member of the Queen's Privy Council presented,—Return to an Address to His Excellency, dated 2nd March, 1883, for a Return of the number of causes tried at each of the County Courts of the Counties of *Kings* and *Albert*, since the 1st of June, A.D., 1882, with the amount of verdicts and judgments entered thereon. (*Sessional Papers*, No. 67a.)

And also, Return to an Address to His Excellency, dated 22nd February, 1883, for copies of the judgments in the case of *Russell* and the Queen, in the Supreme Court of *Canada* and the Privy Council, and of the judgments in any Provincial Courts of superior jurisdiction, or in the Supreme Court of *Canada*, in all cases raising the question of the right of a Provincial Legislature to pass Laws affecting, regulating or restraining the number or character of persons licensed to sell intoxicating liquors, or the times of such sale. (*Sessional Papers*, No. 80.)

On motion of *Sir John A. Macdonald*, seconded by *Sir Charles Tupper*, Ordered, That as Messieurs *Ross* (*Middlesex*), *Blake*, *Burpee* (*St. John*), *Laurier*, *Casgrain*, and *Robertson* (*Shelburne*) have declared that they decline to sit on the Select Committee on the paragraph of the Speech from the Throne read on Friday the 16th March last, Messieurs *Shakespeare*, *Bowell*, *Burns*, *Gigault*, *Landry* and *Allison* be appointed Members of the same, and that the 78th Rule of this House be suspended for that purpose.

Sir Hector L. Langevin moved, seconded by *Sir Charles Tupper*, That this House will, on Thursday next, resolve itself into a Committee to consider certain proposed Resolutions respecting "The *Canada Civil Service Act*, 1882."

Sir John A. Macdonald, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, on Thursday next, resolve itself into the said Committee.

On motion of Mr. *McLelan*, seconded by Mr. *Carling*,
Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting "The Fisheries Act."
 The House accordingly resolved itself into the said Committee.

(*In the Committee.*)

Resolved, That it is expedient to amend "The Fisheries Act," by making better provision for the issue of Fishery Leases and Licenses, and with respect to the use of nets and other apparatus for the capture of Salmon;—by providing for the definition of the tidal boundary of Estuary fishing;—by making more stringent provision with regard to the seizure and confiscation of materials, implements and appliances used in contravention of the Act; by giving the prosecutor (not being a fishery officer), a share of fine or forfeitures incurred by the offender prosecuted by him; and by making provision with respect to appeals from convictions under the Act, and for the protection of officers employed under the Act.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had come to a Resolution.

Ordered. That the Report be now received.

Mr. *Colby* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved. That it is expedient to amend "The Fisheries Act," by making better provision for the issue of Fishery Leases and Licenses, and with respect to the use of nets and other apparatus for the capture of Salmon;—by providing for the definition of the tidal boundary of Estuary fishing;—by making more stringent provision with regard to the seizure and confiscation of materials, implements and appliances used in contravention of the Act; by giving the prosecutor (not being a fishery officer), a share of fine or forfeitures incurred by the offender prosecuted by him; and by making provision with respect to appeals from convictions under the Act, and for the protection of officers employed under the Act.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *McLelan* have leave to bring in a Bill further to amend "The Fisheries Act"

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *Costigan*, seconded by Mr. *Carling*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting "The General Inspection Act 1874."

The House accordingly resolved itself into the said Committee.

(*In the Committee.*)

Resolved. That it is expedient to amend "The General Inspection Act, 1874," by adding the City of *Winnipeg* to the cities mentioned in the second section of the said Act; and further by providing that *Flinty Five* Wheat, when grown in the Province of *Manitoba* or the *North-West Territories*, may be inspected as higher than No. 2.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Richey* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to amend "The General Inspection Act, 1874," by adding the City of *Winnipeg* to the cities mentioned in the second section of the said Act; and further by providing that *Flinty Fife* Wheat, when grown in the Province of *Manitoba* or the *North-West Territories*, may be inspected as higher than No. 2.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *Costigan* have leave to bring in a Bill further to amend "The General Inspection Act 1874."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill to consolidate and amend the Laws affecting the Militia of *Canada*;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolve, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The Order of the Day being read, for the second reading of the Bill further to amend, and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for To-morrow.

The Order of the Day being read, for the second reading of the Bill to amend and consolidate the Acts respecting the Customs;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for To-morrow.

And then The House adjourned till To-morrow.

Wednesday 11th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *McMullen*,—The Petition of Thomas Gordon and others, of *Amaranth* and *East Luther*; and the Petition of *D. C. McLagar* and others, of *Waldemar*, County of *Wellington*, *Ontario*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *Joel Turney* and others, of *Vernonville* and vicinity, County of *Northumberland*, Ontario; and of the Reverend *E. Bruce* and others, Members of *St. David's Church, St. John, New Brunswick*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Sir Hector L. Langevin, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Seventh Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the Bill to incorporate the *Quebec and James' Bay Railway Company*, and have agreed to report the same, with amendments.

They would also recommend the following Resolution, That, in the opinion of this Committee, the Bills on subjects referred to it should, in future Sessions, be so framed as to incorporate, by reference, the Clauses of the General Acts relating to the details to be provided for by such Bills;—that special grounds should be established for any proposed departure from this principle, or for the introduction of other provisions as to such details, and that such other provisions should be printed in *Italics*, with a reference to the Clause of the General Act which is proposed to be departed from, and that Bills, which are not framed in accordance with this Rule, should be re-cast and be printed by the promoters, before the Committee passes upon the Clauses;—and that this Resolution be reported to the House and recommended to be made one of the Standing Orders of The House.

Mr. Ives, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Sixth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the following Bills and have agreed to report the same, with amendments, viz.:

- Bill to incorporate the *Quinze Pier, Boom and Improvement Company*.
- Bill to incorporate the *Davis and Lawrence Manufacturing Company*.

On motion of *Mr. White (Cardwell)*, seconded by *Mr. Colby*,

Resolved, That this House doth concur in the Fifth Report of the Joint Committee of both Houses on the Printing of Parliament.

Sir Charles Tupper, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd April, 1883, for copies of any complaint made against *Hubert Hébert*, employed as Chief Station Master at *Montmagny*, in relation to a charge of fraudulent practices affirmed against him by *P. B. Casgrain, Esq.*, Member for *L'Islet* (*Sessional Papers No. 78.*)

Also, Return to an Address to His Excellency, dated 15th March, 1883, for copies of all correspondence, Reports, Plans, Specifications, &c., in connection with the surveys made in 1882, for the construction of a canal between *Lake Shushwau* and *Lake Okanagan*, *British Columbia*. (*Sessional Papers No. 81.*)

Mr. Costigan, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd, April, 1883, for copies of all documents, (complaints, Reports of enquiries, &c.) relating to a seizure of Tobacco quite recently made on the premises of *Mr. N. Bernatchez*, and other Merchants of *Montmagny*, under the Law which permits a seizure of contraband Tobacco wheresoever found. (*Sessional Papers, No. 35a.*)

On motion of Mr. *Massue*, seconded by Mr. *Bergeron*,

Ordered, That the Fee and charges paid on the Bill to amend the Act incorporating the Great Eastern Railway Company, be refunded, in accordance with the recommendation of the Select Standing Committee on Railways, Canals, and Telegraph Lines.

Ordered, That the 49th Rule of this House be suspended as regards a Bill for granting certain powers to the Canadian Electric Light Company; and that Mr. *Bergeron* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled, "An Act to amend the Acts respecting procedure in Criminal cases, and other matters relating to Criminal Law," without any amendment.

Also, the Senate have passed the Bill, intituled, "An Act respecting the Citizens' Insurance Company of *Canada*, with an Amendment, to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendment made by the Senate to the Bill, intituled: "An Act respecting the Citizens' Insurance Company of *Canada*," and the same was twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendment.

On motion of Mr. *Paterson (Brant)*, seconded by Mr. *Holton*,

Ordered, That there be laid before this House, a Statement shewing the reduction made by change of mode of construction in Contracts A and B *Canada Pacific* Railway, and the amount involved by such change; also, a Statement shewing the amount of each payment made to the respective Contractors for each month since the letting of the work; also, a Statement of all claims made by the Contractors on each of these contracts, and the date of each claim.

Mr. *Paterson (Brant)* moved, seconded by Mr. *Holton*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return shewing the instructions given to Sir *A. T. Galt* by which he was directed to negotiate more liberal trade relations between *Canada* and *Spain*, or any Spanish Colony; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Paterson (Brant)*, seconded by Mr. *Holton*,

Ordered, That there be laid before this House, copies of all correspondence in reference to any Contract or Contracts for lithographing entered into between *G. B. Burland & Co.*, of *Montreal*, and the Government of the Dominion, shewing what offers, if any, have been made by other parties for the performance of similar work, the names and addresses of such parties, and the scale of prices upon which such offers were based; also the scale of prices agreed upon between the Government and the said *G. B. Burland & Co.*, or any other person.

On motion of Mr. *Blake*, seconded by Mr. *Mackenzie*,

Ordered, That there be laid before this House, a Statement of the values assigned in making the calculations of the duties to be proposed for the various articles on which specific or combined specific and *ad valorem* duties are proposed to be charged under the Tariff Resolutions on the Table.

Mr. *Blake* moved, seconded by Mr. *Mackenzie*, and the Question being put, That there be laid before this House copies of all letters, memorials or representations asking for an increase in the Tariff on any of the articles on which the proposed Tariff Resolutions alter the rates of duty or grant a bounty; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Allen,</i>	<i>Davies,</i>	<i>Laurier,</i>	<i>Robertson (Shelburne),</i>
<i>Armstrong,</i>	<i>De St. Georges,</i>	<i>Lister,</i>	<i>Scrivner,</i>
<i>Auger,</i>	<i>Fairbank,</i>	<i>Livingstone,</i>	<i>Somerville (Brant),</i>
<i>Bain,</i>	<i>Fisher,</i>	<i>Mackenzie,</i>	<i>Somerville (Bruce),</i>
<i>Béchar,</i>	<i>Fleming,</i>	<i>McMillan (Huron),</i>	<i>Springer,</i>
<i>Bernier,</i>	<i>Forbes,</i>	<i>McCraney,</i>	<i>Sutherland (Oxford),</i>
<i>Blake,</i>	<i>Geoffrion,</i>	<i>McIntyre,</i>	<i>Sutherland (Selkirk),</i>
<i>Bourassa,</i>	<i>Gillmor,</i>	<i>McIsaac,</i>	<i>Thompson,</i>
<i>Burpee (St. John),</i>	<i>Harley,</i>	<i>McMullen,</i>	<i>Trow,</i>
<i>Burpee (Sunbury),</i>	<i>Holton,</i>	<i>Mitchell,</i>	<i>Vail,</i>
<i>Cameron (Huron),</i>	<i>Innes,</i>	<i>Mulock,</i>	<i>Watson,</i>
<i>Campbell (Renfrew),</i>	<i>Irvine,</i>	<i>Paterson (Brant),</i>	<i>Weldon,</i>
<i>Casey,</i>	<i>Keefler,</i>	<i>Pickard,</i>	<i>Wells,</i>
<i>Casgrain,</i>	<i>King,</i>	<i>Platt,</i>	<i>Wheler,</i>
<i>Catudal,</i>	<i>Kirk,</i>	<i>Ray,</i>	<i>Wilson, and</i>
<i>Charlton,</i>	<i>Landerkin,</i>	<i>Rinfret,</i>	<i>Yeo.—65.</i>
<i>Cockburn,</i>			

NAYS :

Messieurs

<i>Abbott,</i>	<i>Coughlin,</i>	<i>Hesson,</i>	<i>Patterson (Essex),</i>
<i>Allison,</i>	<i>Coursol,</i>	<i>Homer,</i>	<i>Pinsonneault,</i>
<i>Amyot,</i>	<i>Curran,</i>	<i>Ives,</i>	<i>Pope,</i>
<i>Baker (Missisquoi),</i>	<i>Cuthbert,</i>	<i>Jamieson,</i>	<i>Reid,</i>
<i>Baker (Victoria),</i>	<i>Daly,</i>	<i>Kilvert,</i>	<i>Richey,</i>
<i>Beaty,</i>	<i>Daoust,</i>	<i>Kinney,</i>	<i>Robertson (Hamilton),</i>
<i>Bell,</i>	<i>Dawson,</i>	<i>Kranz,</i>	<i>Royal,</i>
<i>Benoit,</i>	<i>De Beaujeu,</i>	<i>Labrosse,</i>	<i>Rykert,</i>
<i>Benson,</i>	<i>Desaulniers,</i>	<i>Landry,</i>	<i>Scott,</i>
<i>Bergeron,</i>	<i>Desjardins,</i>	<i>Langevin,</i>	<i>Shakespeare,</i>
<i>Bergin,</i>	<i>Dickinson,</i>	<i>Lesage,</i>	<i>Small,</i>
<i>Billy,</i>	<i>Dodd,</i>	<i>Macdonald (Sir John) Smyth,</i>	<i>Smyth,</i>
<i>Blanchet,</i>	<i>Dugas,</i>	<i>McDonald (C. Breton) Sproule,</i>	<i>Sproule,</i>
<i>Bolduc,</i>	<i>Dundas,</i>	<i>Mackintosh,</i>	<i>Tassé,</i>
<i>Bossé,</i>	<i>Dupont,</i>	<i>Macmaster,</i>	<i>Taylor,</i>
<i>Bourbeau,</i>	<i>Farrow,</i>	<i>McMillan (Vaudreuil) Tupper (Cumberland),</i>	<i>Tupper (Cumberland),</i>
<i>Bowell,</i>	<i>Ferguson (Welland),</i>	<i>McCallum,</i>	<i>Tyrwhitt,</i>
<i>Brecken,</i>	<i>Fortin,</i>	<i>McCarthy,</i>	<i>Vanasse,</i>
<i>Bryson,</i>	<i>Foster,</i>	<i>McDougald,</i>	<i>Wallace (Albert),</i>
<i>Burnham,</i>	<i>Fréchette,</i>	<i>McLelan,</i>	<i>Wallace (York),</i>
<i>Burns,</i>	<i>Gagné,</i>	<i>McNeill,</i>	<i>White (Cardwell),</i>
<i>Cameron (Inverness),</i>	<i>Girouard (J. Cartier),</i>	<i>Massue,</i>	<i>White (Hastings),</i>
<i>Campbell (Victoria),</i>	<i>Gordon,</i>	<i>Méthot,</i>	<i>White (Renfrew),</i>
<i>Carling,</i>	<i>Grandbois,</i>	<i>Moffat,</i>	<i>Wigle,</i>
<i>Caron,</i>	<i>Guilbault,</i>	<i>Montplaisir,</i>	<i>Wood (Brockville),</i>

*Simon,
Cochrane,
Colby,
Costigan,*

*Guillet,
Hackett,
Hawkins,
Hay,*

*O'Brien,
Orton,
Ouimet,
Paint,*

*Wood (Westm'land),
Woodworth, and
Wright.—115.*

So it passed in the Negative.

On motion of Mr. *McCarthy*, seconded by Mr. *Abbott*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence between the Secretary of State and the Lieutenant Governor of the Province of *Ontario* in relation to the award respecting the Northern and North Western Boundaries of that Province, not already communicated to this House.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Casey*, seconded by Mr. *Paterson (Brant)*,

Ordered, That there be laid before this House, copies of all correspondence, Reports, &c., relative to proposed improvement at *Morpeth* Harbour, on *Lake Erie*; with Statement of appropriations made for such improvements, and of sums contributed by private subscriptions, or by the Township of *Howard*, or any part thereof, towards such improvements; shewing what disposition has been made of any funds so appropriated or contributed.

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

A Bill to amend and continue in force the Act incorporating the *Grafton* Harbour Company, and for other purposes, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into a Committee on the Bill to grant certain powers to the *Acadia* Powder Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act incorporating the *Kingston* and *Pembroke* Railway Company, and the Act amending the same, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Weldon* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act to incorporate the *Ontario Pacific Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act incorporating "*The Great Eastern Railway Company*," and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Tass* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

A Bill to amend the Act passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the duty on Promissory notes, Drafts and Bills of Exchange," and to declare the Law relating to stamps on Promissory Notes and Bills of Exchange, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the House in Committee on the Bill for constituting a Court of Railway Commissioners for *Canada*, and to amend the Consolidated Railway Act, 1879;

Mr. *McCarthy* moved, seconded by Mr. *Fairbank*, and the Question being put, That Mr. Speaker do now leave the Chair:—It passed in the Negative.

And then The House adjourned till To-morrow.

Thursday, 12th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *White (Renfrew)*,—The Petition of *A. Struthers* and others; the Petition of *John T. Anderson* and others, of *Westmeath* and vicinity; and the Petition of the Reverend *William M. Christie* and others, of *Beachburg* and vicinity, County of *Renfrew, Ontario*.

By Mr. *Allison*,—The Petition of the Reverend *Archibald Gunn* and others, of *Windsor, County of Hants, Nova Scotia*.

By Mr. Campbell (*Victoria*),—The Petition of the Reverend *Kenneth McKenzie* and others, of *Forks and Baddeck River*; and the Petition of *Michael McKinnon* and others, of *Baddeck, County of Victoria, Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Reverend *J. M. Sutherland* and others, of the Parish of *St. James, County of Charlotte*; of the Reverend *Samuel Johnson* and others, of *Chipman, County of Queen's*; of *Neil Shaw* and others, of *Maple Green, Point la Nim and Dundee, County of Restigouche*, all of *New Brunswick*; of *M. Hunsberger* and others, of *St. Thomas, County of Elgin, Ontario*; and of *Isaac Carmichael* and others, of *Fisher's Grant, County of Pictou, Nova Scotia*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Sir Hector L. Langevin, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Eighth Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the following Bills, and have agreed to report the same, severally amended, viz.:

Bill to amend the Acts relating to the Great Western and Lake Ontario Shore Junction Railway Company.

Bill to incorporate the Cumberland Coal and Railway Company.

Bill to incorporate the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company.

Mr. Richey reported, from the Select Committee on the Bill to amend the Acts respecting cruelty to animals, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That *Mr. McCarthy* have leave to bring in a Bill for the Declaration of Titles to Land and to facilitate its transfer in the Territories of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That *Mr. Small* have leave to bring in a Bill to increase the Harbour accommodation of the City of *Toronto*, to extend the Esplanade, and to provide for the control of the use thereof by Railway Companies.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of *Mr. Costigan*, seconded by *Mr. Caron*,

Resolved, That this House will To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting the consolidation and amendment of the Inland Revenue Acts.

Mr. Pope, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor-General,—Report of the Minister of Agriculture for the Dominion of *Canada*, for the calendar year 1882. (*Sessional Papers, No. 14.*)

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill intitled, "An Act to incorporate the University of *Saskatchewan*, and to authorize the establishment of Colleges within the limits of the Diocese of *Saskatchewan*," with several amendments, to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled, "An Act to incorporate the University of *Saskatchewan*, "and to authorize the establishment of Colleges within the limits of the Diocese of "*Saskatchewan*;" and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, again resolved itself into a Committee on the Bill to consolidate and amend the Laws affecting the Militia of *Canada*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The House, according to Order, resolved itself into a Committee on the Bill to amend and consolidate the Acts respecting the Customs, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

And then The House adjourned till To-morrow.

Friday, 13th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *McLelan*,—The Petition of the Reverend *John A. Logan* and others, of *Acadia Mines, Folly Mountain and Westchester*, County of *Colchester, Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *Thomas Gordon* and others, of *Aramanth and East Luther*; and of *D. C. McLagan* and others, of *Waldemar, Wellington, Ontario*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 14th March, 1883, for a Return of all Petitions for and correspondence with respect to new guns for the *Richmond Field Battery*. (*Sessional Papers, No. 31c.*)

And also, Return to an Order of this House, dated 19th March, 1883, for copies of all Correspondence relating to the application of *John Stewart*, of *Woodbridge*, one of the Volunteers of 1837–8, for assistance, either by land grant, or otherwise, for his services in the defence of his country during those years. (*Sessional Papers, No. 31d.*)

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 1st March, 1882, for copies of all correspondence between the Government and the County Court Judges of the Dominion, and others, respecting the Resolution submitted to The House during last Session of Parliament, by the late Minister of Justice, on the subject of the proposed increase of the Salary of such Judges. (*Sessional Papers, No. 67b.*)

Also, Return to an Order of this House, dated 14th March, 1883, for copies of any Petitions from the Province of *Quebec* on the subject of proposed Legislation, as to the sale of Intoxicating Liquors. (*Sessional Papers, No. 59a.*)

Also, Return to an Address to His Excellency, dated 2nd April, 1883, for copies of Despatches on the subject of Canadian and Provincial Laws, as to the imposition of restrictions on the sale of Intoxicating drinks, and of Reports and Orders in Council in reference to such Despatches. (*Sessional Papers, No. 59b.*)

And also, Return to an Order of this House, dated 20th February, 1883, for a Statement shewing the gross amount of receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in the Provinces of *Ontario, Quebec, New Brunswick* and *Nova Scotia*, from the 1st day of July, 1856, to the 1st day of July, 1882, and the purpose to which the sums so received have been applied; also, a Statement shewing the several properties of which portions have been sold or leased, and the number of acres in each case. (*Sessional Papers, No. 82.*)

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Ninth Report of the said Committee, which was read, as followeth:—

Your Committee having had under consideration the Bill to incorporate the *Saint Lawrence Bridge and Manufacturing Company*, they find the preamble thereof not proven to their satisfaction, because Legislative interference is not desirable at the present time.

They would also recommend that as the promoters of the Bill to incorporate the *Edmonton and Peace River Railway and Navigation Company* have expressed their desire to withdraw the same, the said Bill be withdrawn, and that any balance of Fees remaining, after defraying the charges for printing and translation, be refunded.

Mr. *White (Cardwell)*, from the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, presented to the House the Third Report of the said Committee, which was read, as followeth:—

Your Committee beg leave to submit the following recommendations:—

1st. That Mr. *Mortimer*, the contractor for the binding of the Official Reports of the Debates of last Session, be granted an additional allowance of fifty-five cents per Volume, to reimburse him for loss sustained in carrying out his contract, owing to the unusual bulk of the Volume.

2nd. That, after this Session, each Member of the House of Commons be allowed three additional bound Volumes of the Official Reports of the Debates.

3rd. That as the contract for the binding of the Official Reports of the Debates expires with the work of the present Session, the Committee be authorized to call for Tenders for the performance of that service for the next Session of Parliament.

4th. That for the future in binding the Official Reports of the Debates of this House, no Volume shall exceed 1,200 pages.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Colby*,
Resolved, That this House doth concur in the said Report.

On motion of Mr. *Dawson*, seconded by Mr. *Royal*,
Ordered, That the Bill to incorporate the *Edmonton and Peace River Railway and Navigation Company* be withdrawn, and that the Fee and charges paid on the said

Bill, less the charges for printing and translating, be refunded, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Resolved, That on every Wednesday hereafter Government business shall have precedence over other business.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill respecting the Electoral Franchise.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read the second time on Tuesday next.

Mr. *Blanchet*, from the Select Standing Committee on Privileges and Elections, (to whom was referred the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King's County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto) presented to the House the First Report of the said Committee, which was read. (*Appendix No. 2.*)

Ordered, That the Evidence and all documents in connection with the foregoing Report be referred to the Joint Committee of both Houses on the Printing of Parliament.

The Order of the Day being read, for the House again in the Committee of Ways and Means;

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, and the Question being proposed, That Mr. Speaker do now leave the Chair;

And a Debate arising thereupon;

And it being Six o'Clock P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Quebec and James' Bay Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Acts relating to the *Great Western and Lake Ontario Shore Junction Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Bergin* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Cumberland Coal and Railway Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald (Cape Breton)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Hastings)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:—

Bill, intituled: "An Act further to reduce the Capital Stock of the *Quebec Fire Assurance Company*."

Bill, intituled: "An Act to incorporate the Bank of *London, in Canada*."

The House then resumed the Debate on the Question, That Mr. Speaker do now leave the Chair (for the House again in the Committee of Ways and Means);

And the House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 14th April, 1883.

And the Question being put;

Ordered, That Mr. Speaker do now leave the Chair.

The House accordingly resolved itself into the Committee of Ways and Means.

(In the Committee.)

Resolved, That it is expedient to amend the Act 42 *Victoria*, Chapter 15, intituled: "An Act to alter the duties of Customs and Excise," and the Acts of 1880, 1881 and 1882 amending the same, by making the following alterations and additions to Schedule B of the said Acts:—

After the word "*Agates*" strike out the word "*unmanufactured*" and insert the words, "*rubies, pearls, sapphires, emeralds, garnets and opals, not polished nor otherwise manufactured*."

After the words "*Aniline dyes*" add the words "*in bulk or packages of not less than one pound weight*."

Mineral Waters, natural—"Under regulations to be made by the Minister of Customs."

- After the words "Celluloid or Xyolite in sheets" add the words "lumps or blocks."
- Under the heading "Colors, dry" strike out the words "*blanc fixe*" and "Marjacca" and add the words "Metallic Colors, viz:—Cobalt, Zinc and Tin."
- Diamond Drills for prospecting for minerals.
- Dye, jet black.
- Kainite or German Potash Salts for fertilizers.
- Under the heading "Lumber and Timber" after the word "Chestnut" and before the word "Mahogany" insert the word "Gumwood," and after the closing word "manufactured" add the words "and sawdust of the same, provided that Hickory lumber, sawn to shape for spokes of wheels but not further manufactured, shall be also free."
- Under the heading "Settlers' Effects," after the words "removal to *Canada*" and before the words "not to include" insert the words "Musical instruments, domestic sewing machines, live stock, carts and other vehicles, and agricultural implements in use by the Settler for at least one year before his removal to *Canada*," and after the word "Machinery" strike out the words "or live stock," and after the words "entered as Settlers' Effects" and before the words "shall not be sold" insert the words "cannot be so entered unless brought with the Settler on his first arrival and."
- So much of Schedule A as imposes any duty of Customs on the following goods is hereby repealed, and the same are added to Schedule B of Free Goods, viz:—Asphaltum.
- Books, bound, which shall have been printed more than seven years at the date of importation, except that foreign reprints of English copyrighted books shall be subject to the copyright duty.
- Books printed by any Government, or by any Scientific Association, or other Society now existing for the promotion of learning and letters, issued in the course of their proceedings and not for the purpose of trade.
- Chronometers and Compasses for ships.
- Copper, in sheets.
- Hatters' Plush, of silk or cotton.
- Iron and Steel, old and scrap.
- Iron beams, sheets or plates, and knees for iron or composite ships.
- Iodine, crude.
- Manuscripts.
- Marble, in blocks from the quarry in the rough, or sawn on two sides only, and not specially shapen, containing fifteen cubic feet or over.
- Newspapers, after the word "Magazines," and before the word "unbound," add "and weekly literary papers."
- Ottar of Roses.
- Platinum Wire.
- Seeds, Anise, Coriander, Cardamon, Fennel and Fenugreek.
- Spurs and Stilts, used in the manufacture of earthenware.
- Sausage Skins or Casings, not cleaned.
- Valerian Root.
- Wire of brass or copper, round or flat.
- Wire of iron or steel, galvanized or tinned 15 gauge or smaller.
- Wire of spring steel, coppered, for the manufacture of mattresses, number nine gauge and smaller.
- Strike out the item concerning "Steel in ingots, bars, sheets and coils, railway bars and fish plates" and insert the following:—
- Steel Railway bars or rails, and fish plates, and in sheets for the manufacture of saws.
- Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be received on Tuesday next.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, on Tuesday next, again resolve itself into the said Committee.

And then The House, having continued to sit till twenty minutes before Two of the Clock on Saturday morning, adjourned till Monday next.

Monday, 16th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Colby*,—The Petition of the Grand Trunk Railway Company of *Canada*.

By Mr. *Allison*,—The Petition of *John Boyce* and others, of the County of *Hants, Nova Scotia*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *A. Struthers* and others; of *John T. Anderson* and others, of *Westmeath* and vicinity; of the Reverend *William M. Christie* and others, of *Beachburg* and vicinity, County of *Renfrew, Ontario*; of the Reverend *Archibald Gunn* and others, of *Windsor, County of Hants*; of the Reverend *Kenneth McKenzie* and others, of *Forks and Baddeck River*; of *Michael McKinnon* and others, of *Baddeck, County of Victoria*; and of the Reverend *John A. Logan* and others, of *Acadia Mines, Folly Mountain and Westchester, County of Colchester, Nova Scotia*; severally praying for the adoption of such measures as will prevent the running of railway trains on the Lord's Day.

Ordered, That the Petition of the Grand Trunk Railway Company of *Canada*, presented this day, be now read.

And the said Petition was read and received; praying to be permitted to lay before the House their Petition for an Act authorizing them to enter into a traffic arrangement with the North Shore Railway Company for the term of fifty years, notwithstanding the expiration of the time for presenting Petitions for Private Bills.

Ordered, That the said Petition be referred to the Select Standing Committee on Standing Orders.

On motion of *Sir John A. Macdonald*, seconded by *Sir Hector L. Langevin*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend 'An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies, and Trading Corporations,'" be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Davis and Lawrence Manufacturing Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to incorporate the "*Davis and Lawrence Company*."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill to incorporate the Loyal Orange Association of British America;

Mr. *White (Hastings)* moved, seconded by Mr. *O'Brien*, and the Question being proposed, That the Bill be now read a second time;

Mr. *Curran* moved, in amendment to the Question, seconded by Mr. *Hackett*, That the word "now" be left, and the words "this day six months" added at the end of the Question;

And the Question being put on the Amendment, the House divided: and the names being called for, they were taken down, as follow:—

Yeas:

Messieurs

<i>Amyot,</i>	<i>Cockburn,</i>	<i>Guilbault,</i>	<i>Montplaisir,</i>
<i>Armstrong,</i>	<i>Colby,</i>	<i>Hackett,</i>	<i>Mulock,</i>
<i>Auger,</i>	<i>Costigan,</i>	<i>Hall,</i>	<i>Paterson (Brant),</i>
<i>Bain,</i>	<i>Coughlin,</i>	<i>Harley,</i>	<i>Patterson (Essex),</i>
<i>Béchar,</i>	<i>Coursol,</i>	<i>Holton,</i>	<i>Pinsonneault,</i>
<i>Benoit,</i>	<i>Curran,</i>	<i>Innes,</i>	<i>Pope,</i>
<i>Bergeron,</i>	<i>Cuthbert,</i>	<i>Jackson,</i>	<i>Rinfret,</i>
<i>Bergin,</i>	<i>Daly,</i>	<i>Keefler,</i>	<i>Riopel,</i>
<i>Bernier,</i>	<i>Daoust,</i>	<i>Kirk,</i>	<i>Robertson (Shelburne),</i>
<i>Billy,</i>	<i>De Beaujeu,</i>	<i>Labrosse,</i>	<i>Ross (Middlesex),</i>
<i>Blake,</i>	<i>De St. Georges,</i>	<i>Landerkin,</i>	<i>Royal,</i>
<i>Blanchet,</i>	<i>Desaulniers,</i>	<i>Landry,</i>	<i>Somerville (Brant),</i>
<i>Bolduc,</i>	<i>Desjardins,</i>	<i>Langevin,</i>	<i>Somerville (Bruce),</i>
<i>Bossé,</i>	<i>Dupont,</i>	<i>Laurier,</i>	<i>Sprin er,</i>
<i>Bourassa,</i>	<i>Fairbank,</i>	<i>Lister,</i>	<i>Tassé,</i>
<i>Bourbeau,</i>	<i>Fisher,</i>	<i>Livingstone,</i>	<i>Thompson,</i>
<i>Brecken,</i>	<i>Fleming,</i>	<i>Mackenzie,</i>	<i>Trow,</i>
<i>Burns,</i>	<i>Forbes,</i>	<i>Macmaster,</i>	<i>Vail,</i>
<i>Burpee (St. John),</i>	<i>Fortin,</i>	<i>McMillan (Huron),</i>	<i>Valin,</i>
<i>Cameron (Huron),</i>	<i>Fréchette,</i>	<i>McMillan (Vaudreuil)</i>	<i>Fanasse,</i>
<i>Campbell (Renfrew),</i>	<i>Gagné,</i>	<i>McGreevy,</i>	<i>Welton,</i>
<i>Caron,</i>	<i>Geoffrion,</i>	<i>McIntyre,</i>	<i>Wells,</i>
<i>Caspy,</i>	<i>Gigault,</i>	<i>Nicolsauc,</i>	<i>Wheier,</i>
<i>Casgrain,</i>	<i>Gilmor,</i>	<i>Massue,</i>	<i>Wilson,</i>
<i>Catudal,</i>	<i>Girouard (E. Cartier),</i>	<i>Méthot,</i>	<i>Wright, and</i>
<i>Chariton,</i>	<i>Grouara (Kent),</i>	<i>Mitchell,</i>	<i>Yeo.—105.</i>
<i>Camen,</i>	<i>Grandbois,</i>		

Nays :

Messieurs

<i>Abbott,</i>	<i>Foster,</i>	<i>McCallum,</i>	<i>Sproule,</i>
<i>Allison,</i>	<i>Gordon,</i>	<i>McCarthy,</i>	<i>Sutherland (Oxford),</i>
<i>Baker (Victoria),</i>	<i>Gunn,</i>	<i>McDougald,</i>	<i>Sutherland (Selkirk),</i>
<i>Barnard,</i>	<i>Haggart,</i>	<i>McLelan,</i>	<i>Taylor,</i>
<i>Beaty,</i>	<i>Hawkins,</i>	<i>McNeill,</i>	<i>Tilley,</i>
<i>Bell,</i>	<i>Hay,</i>	<i>Moffat,</i>	<i>Tupper (Pictou),</i>
<i>Benson,</i>	<i>Hesson,</i>	<i>O'Brien,</i>	<i>Tyrwhitt,</i>
<i>Bowell,</i>	<i>Hickey,</i>	<i>Paint,</i>	<i>Wallace (Albert),</i>
<i>Bryson,</i>	<i>Hilliard,</i>	<i>Pickard,</i>	<i>Wallace (York),</i>
<i>Burnham,</i>	<i>Homer,</i>	<i>Ray,</i>	<i>Watson,</i>
<i>Cameron (Victoria),</i>	<i>Irvine,</i>	<i>Reid,</i>	<i>White (Cardwell),</i>
<i>Campbell (Victoria),</i>	<i>Jamieson,</i>	<i>Richey,</i>	<i>White (Hastings),</i>
<i>Carling,</i>	<i>Kilvert,</i>	<i>Rykert,</i>	<i>White (Renfrew),</i>
<i>Cochrane,</i>	<i>Kinney,</i>	<i>Scott,</i>	<i>Wigle,</i>
<i>Davies,</i>	<i>Kranz,</i>	<i>Scriver,</i>	<i>Williams,</i>
<i>Dickinson,</i>	<i>Macdonald (Sir John),</i>	<i>Shakespeare,</i>	<i>Wood (Brockville), and</i>
<i>Farrow,</i>	<i>Mackintosh,</i>	<i>Small,</i>	<i>Woodworth.—70.</i>
<i>Ferguson (L' ds& Gren)</i>	<i>Macmillan (M'dlesex)</i>		

So it was resolved in the Affirmative.

Then the main Question, so amended, being put ;

Ordered, That the Bill be read a second time this day six months.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth :—

The Senate have passed the following Bills, without any amendment :—

Bill, intituled : An Act to incorporate "Les Révérends Pères Oblats de Marie "Immaculée des Territoires du Nord-Ouest."

Bill, intituled : "An Act to amend an Act to incorporate the Ontario and Quebec "Railway Company."

And also, the Senate have passed the Bill, intituled : "An Act to incorporate "the Dominion Phosphate and Mining Company," with several Amendments, to which they desire the concurrence of this House.

The Order of the Day being read, for the second reading of the Bill to amend the Act to incorporate the North Western Bank ;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

On motion of Mr. *O'Brien*, seconded by Mr. *McNeill*,

Ordered, That there be laid before this House, copies of all correspondence and Petitions addressed to the Minister of Marine and Fisheries, relative to the protection of the fisheries on the Georgian Bay and Lake *Huron*, since the 1st January last.

On motion of Mr. *Casey*, seconded by Mr. *Ross (Middlesex)*,

Ordered, That there be laid before this House, copies of all correspondence, Reports, &c., in reference to the immigration of Jewish Refugees from *Russia* into any part of *Canada*, and in reference to the subsequent maintenance and disposal of such immigrants ;—with a Statement of costs, if any, connected with their immigration and maintenance.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee (St. John)*,

Ordered, That there be laid before this House, a Return of any and all moneys advanced to the Government of *New Brunswick*, on account of and in anticipation of

the subsidy, since January 1st, 1882; the date of the several advances, the rate of interest charged, and the amount of interest charged.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Cameron (Huron)*,

Ordered, That there be laid before this House, a Return shewing the name, salary and duty of each officer on the Instruction Staff of the Royal Military College, with the date of his appointment; also, a Return shewing the full staff of officers of "A" and "B" Batteries respectively, with salary and date of appointment.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Cameron (Huron)*,

Ordered, That there be laid before this House, a Return shewing the name of each officer and employé in each Military District, with salary and date of appointment.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Cameron (Huron)*,

Ordered, That there be laid before this House, a Return shewing the cost of the Cartridge Factory at *Quebec*, since its first establishment, and the names and salary of all the officers and employés, with the value and quantity of the ammunition manufactured.

On motion of Mr. *Ross (Middlesex)*, seconded by Mr. *Cameron (Huron)*,

Ordered, That there be laid before this House, a Return shewing the number of officers, non-commissioned officers and men, who received instruction in "A" and "B" Batteries, in each year, since their establishment; the number awarded a certificate of qualification in each year, and the entire cost per annum of each Battery for the same time.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Bergin*,

Ordered, That there be laid before this House, a Statement of duty paid by the *Canadian Pacific Railway Company* on articles imported by them, from the date of their contract with the Government until the 25th February, 1883, specifying the ports of entry of such goods and the amount paid at each port.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, Reports and Orders in Council with reference to the claim of Mr. *Dustan*, of *Halifax*, for a remission of duty on machinery for a Sugar Refinery.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence between the Governments of *Ontario* and of *Canada*, as to the sale of *La Cloche Island*, near the *Georgian Bay* or the *Duck Islands*, and as to the claims of the respective Governments with reference to Islands in that neighborhood; also, all correspondence and papers with reference to the sales of any such Islands; with a Statement of the particulars of any sales made, including dates, names and prices.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Mitchell*, seconded by Mr. *Valin*,

Ordered, That there be laid before this House, a Return of all accidents and casualties which have occurred on the several Railways in *Canada* for the past three years, ending 31st December, 1883, involving either loss of life or injury to persons or property, with a separate Statement of each Railway, shewing the full extent and particulars of such casualties; the point at which they occurred; the causes and nature thereof; and in cases of fatal accidents whether or not a coroner's inquest was held, with the several verdicts returned thereon, with a copy of the By-Laws, Rules and Regulations of each of the said Railway Companies, as required by the 55th Section of the Railway Act of 1879. The above Returns to include similar Returns of the Government Railways.

On motion of Mr. *Kirk*, seconded by Mr. *Armstrong*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council in force regulating the close season for Lobster Fishing, and all Petitions and correspondence in possession of the Government since 1879, relating to the subject.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Hesson*, seconded by Mr. *White (Hastings)*,

Ordered, That there be laid before this House, a Return shewing the metes and bounds of each of the Electoral Divisions in *Manitoba* as represented in this House; their number, their names, and their population; also, the successful candidates, and, when there was a contest, the number of votes cast for each.

On motion of Mr. *Abbott*, seconded by Mr. *Mitchell*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all documents and correspondence between the Government and persons claiming to be proprietors of the Seigniority of *Mingan*, respecting the rights of property in that Seigniority, and in the tidal and river fisheries along its front and within its limits.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *McMullen*, seconded by Mr. *McMillan (Huron)*,

Ordered, That there be laid before this House, a Return of the names and respective amounts of Customs duties refunded at the Port of *Toronto* for the last fiscal year, and the articles or commodities upon which the duties were collected and refunded.

On motion of Mr. *Weldon*, seconded by Mr. *Burpee (Sunbury)*,

Ordered, That there be laid before this House, a Return of all correspondence had from January 1st, 1877, to March 31st, 1883, between the Department of Marine and Fisheries at *Ottawa*, and the Inspector of Fisheries for the Province of *New Brunswick*, and all Reports made to the Department by the said Inspector, in reference to the claim of ex-overseer *Amos Perley*, of *Chatham*, for services in connection with the Swelt Fishery of *Miramichi*, in the years 1876, 1877 and 1878.

And then The House adjourned till To-morrow.

Tuesday, 17th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—
By Mr. Colby,—The Petition of the Grand Trunk Railway Company of Canada.
By Mr. Bossé,—The Petition of the Quebec Board of Trade.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Tenth Report of the said Committee, which was read, as followeth:—

Your Committee have under their consideration the following Bills, and have agreed to report the same amended, viz.:—

Bill to incorporate the "Great North Western Railway Company,"—and Bill to amend the Act to incorporate the *Chignecto* Marine Transport Railway Company (Limited), and, with reference to the first mentioned Bill, the Committee have deemed it advisable to change the name thereof to that of "The *Saskatchewan* and North "Western Railway Company."

The Committee also beg leave to submit the following recommendations:—

Firstly. That the following Bills be withdrawn, viz.: Bill to incorporate the *Niagara* Railway Bridge Company,—and Bill to incorporate the *Atlantic, Pacific and Peace* River Telegraph Company, and that the Fee and charges paid on the first mentioned Bill, less the charges for printing and translating, be refunded.

Secondly. That the Fee and charges paid on the Bill to incorporate the *Saint Lawrence* Bridge and Manufacturing Company be refunded, less the charges for printing and translating.

Thirdly. That as the time for the reception of Reports on Private Bills will expire to-morrow, the same be extended for a further period of eight days from such date.

Mr. *McDonald* (*Cape Breton*), from the Select Standing Committee on Standing Orders, presented to the House the Eleventh Report of the said Committee which was read, as followeth:—

Your Committee have considered the Petition of the Grand Trunk Railway Company of Canada; praying to be permitted to lay before The House their Petition for an Act authorizing them to enter into a traffic arrangement with the North Shore Railway Company, for the term of fifty years, notwithstanding the expiration of the time for presenting Petitions for Private Bills, and as the reasons assigned for the delay are satisfactory, they recommend that leave be granted therefor.

Mr. *White* (*Cardwell*), from the Select Standing Committee on Banking and Commerce, presented to the House the Sixth Report of the said Committee, which was read, as followeth:

Your Committee have had under consideration to Bill to incorporate the Grange Trust (Limited), and beg leave to report the same with amendments; they have also had before them the Bill to further amend the Act 37 *Victoria*, Chapter 50, respecting Permanent Building Societies in *Ontario*, and, with the concurrence of the promoters, they beg leave to report that it is inexpedient to proceed further with the proposed measure in its present shape this Session, and therefore recommend that the Bill be withdrawn.

They also recommend the following Resolution:—That, in the opinion of this Committee, the Bills on subjects referred to it should, in future Sessions be so framed, as to incorporate, by reference, the clauses of the General Acts relating to the details to be provided for by such Bills;—that special grounds should be established for any proposed departure from this principle, or for the introduction of other provisions as to such details, and that a note should be appended to the Bill indicating the provisions thereof, in which the General Act is proposed to be departed from;—that Bills which are not framed in accordance with this Rule, should be re-cast by the promoters and reprinted at their expense, before the Committee passes upon the Clauses;—that this Resolution be reported to the House, with the recommendation that the same be made one of the Standing Orders of the House, and that Rule 50 be amended so as to provide for the publication of this Resolution.

Ordered, That the Petition of the Grand Trunk Railway Company of Canada, presented this day, be now read.

And the said Petition was read and received; praying for the passing of an Act authorizing them to enter into a traffic arrangement with the North Shore Railway Company for the term of fifty years.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That that the Bill to incorporate the *Niagara Railway Bridge Company* be withdrawn, and that the Fee and charges paid on the Bill be refunded, less the charges for printing and translation, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House,—Abstract of Statements of Fire and Marine Insurance Companies in Canada, for the year ending 31st December, 1882. (*Sessional Papers, No. 12a.*)

Sir *Leonard Tilley* also presented,—Return (in part) to an Order of this House, dated 28th March, 1883, for a Statement shewing separately, for each year, since the establishment of the Superannuation Fund :

1. The number of persons on the list for the year as entitled to the benefit of the Act.
2. The number superannuated during the year under the Act.
3. The number retired during the year on a gratuity under the Act.
4. The total amount paid into the Fund from the beginning by those who were during the year superannuated, or retired on a gratuity; distinguishing between those whose superannuation was caused by the abolition of office.
5. The number of persons on the list for the year who died in the service;—and
6. The total amount paid into the Fund from the beginning by those who, during the year, died in the service. (*Sessional Papers, No. 21b.*)

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That the Fee and charges paid on the Bill to incorporate the *Saint Lawrence Bridge and Manufacturing Company* be refunded, less the charges for printing and translation, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That the time for receiving Reports on Private Bills be extended for a period of eight days from to-morrow, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

Ordered, That Mr. *Royal* have leave to bring in a Bill to amend the Act for the final settlement of claims to land in *Manitoba* by occupancy, under the Act 33 *Victoria*, Chapter 3.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That Mr. *Royal* have leave to bring in a Bill to amend the Act respecting Roads and Road Allowances in *Manitoba*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 20th February, 1883, for a Return shewing the total number of applications for Land for Colonization under Plan Number One of the Land Regulations of December 23rd, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for; also, a Return shewing the total number of applications for land for Colonization under Plan Number Two of the Land Regulations of December 23rd, 1881, up to January 1st, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for. (*Sessional Papers, No. 84.*)

Also, Supplementary Return to an Address to His Excellency, dated 7th March, 1883, for copies of all correspondence with, and Petitions from municipalities, referring to the appointment of Dominion Bailiffs, to convey prisoners from the County Gaols to the Penitentiaries. (*Sessional Papers, No. 62a.*)

And also, Return to an Address to His Excellency, dated 21st February, 1883, for a Statement of any sums paid to the Honourable *John O'Connor*, since his retirement from Office, with dates and particulars; also, a copy of any paper showing the arrangement on which such sums were paid. (*Sessional Papers, No. 85.*)

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: "An Act to incorporate the *Wood Mountain and Qu'Appelle Railway Company*," with an Amendment, to which they desire the concurrence of this House.

Also, the Senate have passed a Bill, intituled: "An Act to amend and consolidate the Laws relating to Penitentiaries," to which they desire the concurrence of this House.

And also, the Senate have passed a Bill, intituled: "An Act to amend the Act to incorporate the *North Western Bank*," to which they desire the concurrence of this House.

The House, according to Order, again resolved itself into the Committee of Ways and Means.

(In the Committee)

1.—Resolved. That it is expedient to amend the Act 42 *Victoria, Chapter 15*, intituled: "An Act to alter the duties of Customs and Excise," and the Acts of 1880, 1881 and 1882 amending the same:—First—By repealing so much of Schedule A of said Acts as imposes any duties of Customs upon the following goods, and making other provisions in lieu thereof, also, by changing descriptions in certain cases, and adding thereto certain articles not heretofore enumerated.

ACIDS:—

1. Acetic, now twelve cents per Imperial Gallon to be fifteen cents.....15 cts. p. I.G.
Strike out the words "Sulphuric and Nitric in a combined state, twenty per cent. *ad valorem*," and substitute the following in lieu thereof:—
2. Sulphuric and Nitric combined and all mixed acids, twenty-five per 25 p. c. *ad cent. ad valorem*..... val.

- 3. Under the heading "Books, etc." In the item Playing Cards, strike out the words and figures "thirty per cent. *ad valorem*, 30 per cent." and insert the words "six cents per pack" 6 c. p. pack
- 4. In the item "Printed Music, bound or in sheets," strike out the word and figure "six, 6," and insert the word and figures "ten, 10.".. 10 cts. p. lb.
- 5. Braces or Suspenders, now 25 per cent. to be 30 per cent.....30 p.c.ad.val.

CARRIAGES:—

Strike out the whole of this item and substitute the following in lieu thereof:—

- 6 to 12. Carriages:—Buggies of all kinds, Farm Waggon, Farm, Railway or Freight Carts, Pleasure Carts or Gigs and similar vehicles, and all other carriages not otherwise enumerated, thirty-five per cent. *ad valorem*, to take effect on and after the tenth day of May next 35 per cent. *ad val.*
- 13. Railway Cars, Sleighs, Cutters, Wheel-barrows and Hand-Carts, thirty per cent. *ad valorem*..... *ad val.*
- 14 to 19. Children's Carriages of all kinds, thirty-five per cent. *ad valorem*, to take effect on and after the tenth day of May next.... 35 per cent. *ad val.*
- 20. Parts of Carriages or other manufactured articles shall be charged with the same rate of duty, on a proportionate valuation, as that chargeable upon the finished article.
- 21. Under the heading "Cotton, Manufactures of." In the item Cotton, Duck or Canvas of hemp or flax and sail twine when to be used for boats and ships' sails, five per cent. *ad valorem*. Strike out the words "Cotton, Duck or;" and provide that:
 The importer of Cotton Duck, used for sails of ships or fishing boats or other vessels, shall be entitled to a drawback equal to the duty paid thereon, less five per cent. of the value of the article, on furnishing proof that the Duck had been so used, under regulations to be made by the Minister of Customs.
 After the item, "All clothing made of cotton or other material, &c.," insert the item:
- 22. Lampwicks thirty per cent. *ad valorem*..... 30 p. cent.
 And also the following:
- 23. Provided that printed or dyed Cottons, except Jeans, Coutilles, Cambrics, Silicias and Cashmères, shall on and after the first day of January, 1884, be charged with a duty of twenty-seven and one-half per cent. *ad valorem*..... 27½ p. cent. *ad val.*
- Strike out the items concerning "Cordage for ships' purposes," and "Cordage, all other including Manilla, Marline, etc.," and substitute therefor:
- 24. Cordage of all kinds, twenty per cent. *ad valorem* 20 p. cent.
 Strike out the item "Drain tile and drain pipes and sewer pipes, etc., twenty per cent.," and substitute the following items in lieu thereof:—
- 25. Drain tiles not glazed, twenty per cent. *ad valorem*..... 20 p.c.ad val.
- 26. Drain pipes and sewer pipes, glazed, twenty-five per cent. *ad valorem* 25 p. cent.
- 27. Under the heading "Fruits Dried," in the second item, "Currants, Dates, etc.," the duty of twenty-five per cent. to be reduced to twenty per cent..... 20 p. cent.
- 28. In the item, "Fruits in air-tight cans," after the words, "including cans," strike out the words "three cents per pound if sweetened, and two cents per pound if not sweetened," and insert the words:
 Weighing not over one pound, three cents per can..... 3 cts. p. can.
 and three cents additional per can for each pound or fraction of a pound over one pound in weight.

29. Under the heading "Furniture," after the word "Furniture," and before the word "house," insert the words, "of wood, iron, or any other material." After the words, "bolsters and pillows," and before the words, "caskets and coffins," strike out the words "Show Cases," and add the following item: Show Cases, a specific duty of two dollars each, and in addition thereto, thirty-five per cent. *ad valorem*..... \$2 each and 35 p. cent.
30. Under the heading "Iron and Manufactures of," after the item concerning "lap-welded boiler iron tubing," and before the item concerning "bedsteads and other iron furniture," strike out the heading "Manufactures of iron or steel, or of iron and steel combined."
31. In the item "Bedsteads and other iron furniture and ornamental iron work and wire work," strike out the words "Bedsteads and other iron furniture," and include the same in the item concerning "Furniture, house, cabinet, or office," thirty-five per cent. *ad valorem*... 35 p. cent. *ad val.*
- After the item concerning "Sewing Machines," and before the item concerning "Ink for writing," insert the following:—
32. All articles rated as iron or manufactures of iron shall be chargeable with the same duty if imported as steel, or steel and iron combined, unless otherwise provided for.
- Under the heading "Leather," in the item "Sole and belting leather and all upper leather," after the word "Sheep," and before the words "Calf, tanned or dressed," strike out the words "Buck and Antelope," and substitute therefor the following item:
33. Glove Leathers, viz: *Buck, Deer, Elk and Antelope, tanned or dressed, colored or not colored, ten per cent. ad valorem*..... 10 per cent. *ad val.*
35. Under the heading "Liquorice root, paste extract of, for manufacturing purposes," the duty of twenty per cent. to be reduced to fifteen per cent. *ad valorem*..... 15 p. cent. *ad val.*
36. Under the heading "Marble," in the first item after the word "containing," and before the word "fifteen," insert the words "less than," and after the words "cubic feet," and before the words "ten per cent.," strike out the words "or over."..... 10 p. cent.
37. In the second item, after the words "two sides," and before the words "per cent.," strike out the word "fifteen," and insert the word "ten."..... 10 p. cent.
38. Under the heading "Oils," in the item concerning "Carbolic or heavy Oil," after the word "Oil," and before the words "ten per cent.," strike out the words "used in making wooden block pavements, for heating, wood for building, and for railway ties," strike out the item "lubricating of all kinds, twenty-five per cent. *ad valorem* 25 per cent." and substitute the following:—
39. Lubricating Oils, composed wholly or in part of Petroleum, and costing thirty cents per Imperial Gallon or over, twenty-five per cent. *ad valorem* 25 p. cent. *ad val.*
40. The same costing less than thirty cents per Imperial Gallon seven and one-fifth cents per Imperial Gallon..... 7½ cts. per Imp. gal.
41. All other lubricating oils, twenty-five per cent. *ad valorem* 25 p.c. *ad val.*
42. In the item "Paper-Hangings or Wall Paper," after the words "Wall Paper" insert the words "and glazed, plated, marbled, enamelled or embossed paper, in rolls or sheets and card board similarly finished.".....
43. In the item "Union Collar Cloth Paper," after the words "not shapen" and before the words "per cent." strike out the word "ten" and insert the word "five."..... 5 p.c. *ad val.*

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44. In the item concerning "Spices," after the word "unground" and before the words "per cent." strike out the word "twenty" and insert the word "ten." 10 per cent.
 45. Under the heading "Tobacco," in the item "manufactured Tobacco and Snuff," after the word "twenty," strike out the word "five," also the figures "25," and insert the figures "20" to take effect on and after the first day of May next 20 cts. p. lb.
 - 45a. In the item "Trunks, Satchels, Valises, etc.," after the words "Carpet-bags," insert the words "Purses and Pocketbooks."
 46. In the item "Turpentine, Spirits of," after the words "Spirits of," and before the words "per cent." strike out the word "twenty," and insert the word "ten." 10 p.c. *ad val*
 47. Under the heading "Vegetables," strike out the words "Tomatoes in cans two cents per pound," and substitute the following in lieu thereof, "Tomatoes and other vegetables, including Corn, in cans weighing not over one pound, two cents per can..... 2 c. p. can. And two cents additional per can for each pound or fraction of a pound over one pound in weight.
 48. In the item concerning "Vinegar," after the word "Vinegar," and before the word "cents," strike out the word "twelve," and insert the word "fifteen." 15 c. p. I.G.
 49. Under the heading "Wools and Woollens" in the first item, after the words "Worsted Yarns," strike out the words and figures, "under number 30," and after the word "hosiery" and before the word "seven," strike out the words, "of every description," and insert the words, "*not elsewhere specified.*"
 50. In the second item concerning "Clothing ready made," after the word "including" and before the word "Cloth Caps" insert the words "*Knitted goods, viz: Socks and Stockings.*"
Between the second and third items insert the following item:—
 51. Dress or Costume Cloths, serges and similar fabrics, under twenty-five inches wide and weighing not over three and a half ounces per lineal yard, either or both, twenty per cent *ad valorem*. 20 per cent. *ad val.*
By adding to Schedule A the following items, viz:—
 53. Absinthe, two dollars per Imperial gallon..... \$2 p. I. G.
 54. Agates, sapphires, emeralds, garnets and opals, polished but not set or otherwise manufactured, ten per cent. *ad valorem*..... 10 p. cent.
 55. Aniline dyes, not otherwise provided for, ten per cent. *ad valorem*.... 10 p. cent.
 - 56 to 72. AGRICULTURAL IMPLEMENTS:—
Mowing Machines, Self-binding Harvesters, Harvesters without binders, Binding attachments, Reapers, Sulky and Walking Ploughs and parts of the same. Harrows, Scythes, Horse and Hand Hay Rakes, Garden Rakes of any material, Grain Seed Drills, Spades, and Shovels, Hoes, Hay, Straw, Manure, Spading and Mining Forks, and all similar articles and parts thereof, thirty-five per cent. *ad valorem*. to take effect on and after the tenth day of May next..... 35 per cent. *ad val.*
 - 73 to 78. Portable Machines, Portable Steam Engines, Threshers and Separators, Horse Powers, Portable Saw mills and Fanning Mills and parts thereof, thirty-five per cent. *ad valorem*., to take effect on and after the tenth day of May next. 35 per cent. *ad val.*
 79. Bed Comforters or Quilts of Cotton, twenty-seven and a-half per cent. *ad valorem* 27½ p. cent. *ad val.*
 80. Bells, of any material, except for churches, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*

81. Boot, Shoe and Stay Laces of any material, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*
83. Button Covers Crozier, ten per cent. *ad valorem*. 10 p.c. *adv.*
84. Cane or Rattan, split or otherwise manufactured, twenty-five per cent. *ad valorem* 25 p. cent. *ad val.*
85. Cases— Jewel and Watch Cases, and other like articles of any material, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*
86. Coal Dust, twenty per cent. *ad valorem*..... 20 p.c. *adv.*
87. Hair Cloth, thirty per cent. *ad valorem*..... 30 p.c. *adv.*
88. India Rubber Clothing, or clothing made waterproof with India rubber, thirty-five per cent. *ad valorem*..... 35 p. cent. *ad val.*
89. Jellies and Jams, five cents per pound..... 5 c. per lb.
90. Jute Carpeting or Matting and Mats, twenty-five per cent. *ad valorem*..... 25 p. cent. *ad val.*
91. Lamp-black and Ivory black, ten per cent. *ad valorem* 10 p.c. *adv.*
92. Lead, Nitrate and Acetate of, five per cent. *ad valorem*..... 5 p.c. *adv.*
93. Magic Lanterns and Optical Instruments, including Microscopes and Telescopes, twenty-five per cent. *ad valorem*..... 25 p. cent. *ad val.*
94. Nickel Anodes, ten per cent. *ad valorem*..... 10 p.c. *adv.*
96. Pumps iron, pitcher, spout, cistern, well and force pumps, thirty-five per cent *ad valorem*..... 35 p. cent. *ad val.*
97. Tin Crystals, twenty per cent. *ad valorem*..... 20 p.c. *adv.*
98. Vaseline, and all similar preparations of petroleum for toilet, medicinal or other purposes, in bulk, four cents per pound..... 4 cts per lb.
In bottles or other packages, not over one pound in weight each, six cents per pound..... 6 cts per lb.
- Under the heading "Steel and Manufactures of" strike out the first item concerning "steel in ingots, bars, sheets and coils and railway bars or rails and fish plates," and substitute the following in lieu thereof:—
99. Steel, ingots, bars, sheets and coils, not elsewhere specified, a specific duty of five dollars per ton, to take effect on and after the first of July next, and to remain free of duty until that date..... \$5 per ton.
100. Spades, &c., strike out the words "including files" and add the following item:
101. Files and Rasps. *Thirty-five per cent. ad valorem*..... 35 p.c. *adv.*
102. After the item concerning "Proprietary Medicines," and before the item concerning "Prunella," insert the following:—
"All medicinal preparations whether chemical or otherwise, usually imported with the name of the manufacturer, shall have the true name of such manufacturer and the place where they are prepared permanently and legibly affixed to each parcel by stamp, label or otherwise; and all medicinal preparations imported without such names so affixed shall be forfeited."

2. *Resolved*, That it is expedient to provide by law that the export of Deer, Wild Turkeys and Quail in the carcass, be prohibited; and that a penalty be imposed for every breach of such prohibition.

Resolutions to be reported.

And the House having continued to sit till after Twelve of the Clock on Wednesday morning;

Wednesday, 18th April, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting, again resolve itself into the said Committee.

And then This House, having continued to sit till ten minutes after Two of the Clock on Wednesday morning, adjourned till this day.

Wednesday, 18th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Coursol*,—The Petition of Messrs. *Verret, Stewart* and Company, Merchants, and others, interested in the Herring trade of *Canada*.

By Mr. *Bossé*,—The Petition of Messrs. *J. B. Renaud* and Company, Merchants, and others, interested in the Herring trade of *Canada*.

Pursuant to the Order of the Day, the following Petition was read and received:—

Of *John Boyce* and others, of the County of *Hants, N.S.*; praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Twelfth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Petition of the Grand Trunk Railway Company of *Canada*, praying for the passing of an Act authorising them to enter into a traffic arrangement with the North Shore Railway Company, for a term of fifty years,—and find that no notice was given, the necessity for the application having arisen too recently to admit of it, and recommend the suspension of the 51st Rule.

As the Session is probably approaching its close, your Committee beg to recommend that the notice required by the 60th Rule to be given by Committees, prior to the consideration of Private Bills, be reduced to twenty-four hours for the remainder of the Session.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Seventh Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada* (Limited), and have agreed to report the same, with amendments.

On motion of Mr. *Beaty*, seconded by Mr. *Colby*,
Ordered, That the Notice required by the 60th Rule, to be given by Committees prior to the consideration of Private Bills, be reduced to twenty-four hours for the remainder of the Session, in accordance with the recommendation of the Select Standing Committee on Standing Orders.

On motion of Mr. *Colby*, seconded by Mr. *White (Renfrew)*,
Ordered, That the 51st Rule of this House be suspended in so far as regards a Bill to authorize the Grand Trunk Railway Company of *Canada* to extend their traffic arrangement with the North Shore Railway Company to fifty years from the date thereof; and that Mr. *Colby* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Ordered, That the Bill be now read a second time; and the 43rd Rule of this House suspended as regards the same.

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Beaty*, seconded by Mr. *Kranz*,
Ordered, That the Bill from the Senate, intituled: "An Act to amend the Act to incorporate the North-Western Bank," be now read the first time.

The Bill was accordingly read the first time.

Ordered, That the Bill be now read a second time; and the 43rd Rule of this House suspended as regards the same.

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Banking and Commerce.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Ordered, That the Bill from the Senate, intituled: "An Act to amend and consolidate the Laws relating to Penitentiaries" be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:—

Bill intituled: "An Act to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*."

Bill intituled: "An Act to empower the National Insurance Company to wind up its affairs and relinquish its Charter, and to provide for the dissolution of the said Company."

Bill intituled: "An Act to incorporate the *Manitoba* and North-Western Fire Insurance Company."

Bill intituled: "An Act respecting the 'Crédit Foncier Franco-Canadien.'"

Bill intituled: "An Act to amalgamate the Presbyterian Ministers', Widows' and Orphans' Fund, in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces, in connection with the Church of *Scotland*, and to create a corporation to administer such funds."

Bill intituled: "An Act to incorporate the Royal Society of *Canada*."

Also, the Senate have passed the Bill intituled: "An Act to amend 'An Act to incorporate the Missionary Society of the Wesleyan Methodist Church in 'Canada,'" with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill intituled: "An Act further to amend an Act intituled: 'An Act relating to Banks and Banking,' and the several Acts

"amending the same," with several Amendments, to which they desire the concurrence of this House.

And also, the Senate have passed the Bill intituled: "An Act to declare the meaning and effect of certain provisions of the Act to incorporate the *London and Ontario Investment Company, Limited*," with several Amendments, and have amended the Title as followeth: Leave out from the first "to" to the second "the" and insert "amend," to which they desire the concurrence of this House.

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting a bounty to be paid on all pig iron manufactured in *Canada* from Canadian ore.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

Mr. *Caron* moved, seconded by Mr. *Bowell*, That this House will, To-morrow, resolve itself into a Committee to consider certain proposed Resolutions respecting the Pay of the Officers and Men of the Active Militia.

Mr. *Caron*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

The House, according to Order, again resolved itself into a Committee on the Bill to amend and consolidate the Acts respecting the Customs.

And it being Six o'Clock P.M., Mr. Speaker took the Chair, and left it, to resume the same at half-past Seven o'Clock P.M.

Half-past Seven o'Clock P.M

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Great North-Western Railway Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to incorporate the *Saskatchewan and North-Western Railway Company*."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act to incorporate the *Chignecto Marine Transport Railway Company (Limited)*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Grange Trust (Limited), and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered; That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill for granting certain powers to the Canadian Electric Light Company;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Miscellaneous Private Bills.

The Committee on the Bill to amend and consolidate the Acts respecting the Customs was resumed, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill respecting Certificates to Masters and Mates of Inland and Coasting Ships;

The Bill was accordingly read a second time; and committed to a Committee of the whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Dawson* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The Order of the Day being read, for the second reading of the Bill to increase the Harbour accommodation of the City of *Toronto*, to extend the *Esplanade*, and to provide for the control of the use thereof by Railway Companies;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

And then The House adjourned till To-morrow.

Thursday, 19th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. Scott,—The Petition of *Archibald Wright* and others, of the City of *Winnipeg, Manitoba*.

Pursuant to the Order of the Day, the following Petition was read and received:—

Of the *Quebec* Board of Trade; praying that such measures may be taken as will cause the Act to repeal certain provisions of the General Inspection Act of 1874, to be put in force by Proclamation.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Eleventh Report of the said Committee, which was read, as followeth:—

Your Committee have had under their consideration the following Bills, and have agreed to report the same with amendments, viz.:—

Bill to unite the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company, into one Corporation, under the name of "The *Winnipeg* and *Hudson's Bay* Railway and Steamship Company"; and

Bill to incorporate the *Pacific* and *Peace River* Railway Company. With reference to this last-named Bill, the Committee have amended the Preamble thereof, to make it conform to the provisions contained in the said Bill.

Your Committee have also had before them the Bill further to amend "The Consolidated Railway Act, 1879,"—and, with the concurrence of the promoters thereof, beg leave to report that it is inexpedient to proceed with the measure in its present shape this Session, and they, therefore, recommend that the said Bill be withdrawn.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 5th March, 1883, for a Return of all Reports, Papers and Documents bearing upon the Survey made in May and June last, of a proposed Branch line of Railway, between *Harmony* Station, on the *Prince Edward Island* Railway, to *Elmira*, East Point of *Prince Edward Island*, together with a Statement of the cost of said Survey. (*Sessional Papers, No. 86.*)

And also, Return to an Order of this House, dated 2nd April, 1883, for a Return shewing the amount paid for Rolling Stock purchased for the Intercolonial Railway for each year since the 1st of July, 1878, the nature of such Rolling Stock, and the place where manufactured; the amount of such Rolling Stock charged to Capital and Revenue respectively, and the amount intended for the equipment of the *Rivière du Loup* Section and the Intercolonial Railway proper, respectively. (*Sessional Papers, No. 40i.*)

On motion of Mr. *Williams*, seconded by Mr. *White (Renfrew)*,
Ordered, That the Bill further to amend the Act thirty-seventh *Victoria*, Chapter fifty, respecting Permanent Building Societies in *Ontario*, be withdrawn, in accordance with the recommendation of the Select Standing Committee on Banking and Commerce.

On motion of Mr. *White (Renfrew)*, seconded by Mr. *Williams*,
Ordered, That the Bill further to amend "The Consolidated Railway Act, 1879,"
 be withdrawn, in accordance with the recommendation of the Select Standing Com-
 mittee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Costigan*, seconded by Mr. *Caron*,
Resolved, That this House will, To-morrow, resolve itself into a Committee to
 consider a certain proposed Resolution respecting the regulation and collection of
 tolls and dues for the use of Government works constructed to facilitate the trans-
 mission of timber and lumber down rivers and streams.

The House, according to Order, resolved itself into a Committee to consider a
 certain proposed Resolution respecting a Bounty to be paid on all Pig Iron manufact-
 ured in *Canada* from Canadian ore.

(*In the Committee.*)

Resolved, That it is expedient to provide by law that a bounty of one dollar and
 fifty cents per ton be paid on all pig iron manufactured in *Canada* from Canadian ore,
 between the 1st day of July, 1883, and the thirtieth day of June, 1886, inclusive,
 and that a bounty of one dollar per ton be paid in like manner on the same manu-
 factured between the 1st day of July, 1886, and the thirtieth day of June, 1889, in-
 clusive.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That [the Committee
 had come to a Resolution.

Ordered, That the Report be received To-morrow.

The House, according to Order, resolved itself into a Committee to consider cer-
 tain proposed Resolutions respecting the pay of the Officers and Men of the Active
 Militia.

(*In the Committee.*)

1. *Resolved*,—That it is expedient to provide that the pay of the Officers and Men
 of the Active Militia, land force, for each day's drill of three hours, under section 45
 of the Bill to consolidate and amend the Laws affecting the Militia of Canada, now
 before the House, shall be as in the following Schedule:—

Officers.

Lieutenant Colonel.....	\$4.87
Major	3.90
Paymaster.....	3.05
Adjutant, with rank of Lieutenant.....	2.44
Adjutant, with rank of 2nd Lieutenant.....	2.13
Surgeon	3.65
Assistant Surgeon.	2.43
Quartermaster.....	1.94
Captain.....	2.82
Lieutenant	1.58
2nd Lieutenant.....	1.28

Non-Commissioned Officers and Men.

Sergeant Major.....	1.00
Quartermaster Sergeant....	90

Paymaster's Clerk.....	90
Orderly Room Clerk.....	90
Hospital Sergeant.....	90
Pay Sergeant.....	80
Sergeant.....	75
Corporal.....	60
Bugler.....	50
Private.....	50
For each horse taking part in such drill.....	1.00

2. *Resolved*, That the pay of the Quartermaster General at Headquarters shall be at the rate of two thousand six hundred dollars per annum.

3. *Resolved*, That the Officers and Men of the Marine Militia, and the Officers of the Reserve Militia, when called out and drilled, under sections forty-six and forty-seven of the said Bill shall receive for each day's drill the pay of their respective ranks, according to the foregoing Schedule.

4. *Resolved*, That all sums of money required to defray any expenses under these Resolutions may be paid out of the Consolidated Revenue Fund, upon warrant directed by the Governor to the Receiver General; but no sum of money shall be so paid unless it be included in some appropriation made by Parliament; and a detailed account of moneys so expended shall be laid before Parliament during the then next Session thereof.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. Landry reported, That the Committee had come to several Resolutions.

Ordered, That the Report be now received.

Mr. Landry reported the Resolutions accordingly; and the same were read, as followeth:—

1. *Resolved*, That it is expedient to provide that the pay of the Officers and Men of the Active Militia, land force, for each day's drill of three hours, under section 45 of the Bill to consolidate and amend the laws affecting the Militia of Canada, now before the House, shall be as in the following Schedule:—

Officers.

Lieutenant Colonel.....	\$4.87
Major.....	3.90
Paymaster.....	3.05
Adjutant, with rank of Lieutenant.....	2.44
Adjutant, with rank of 2nd Lieutenant.....	2.13
Surgeon.....	3.65
Assistant Surgeon.....	2.43
Quartermaster.....	1.94
Captain.....	2.82
Lieutenant.....	1.58
2nd Lieutenant.....	1.28

Non-Commissioned Officers and Men.

Sergeant Major.....	1.00
Quartermaster Sergeant.....	90
Paymaster's Clerk.....	90
Orderly Room Clerk.....	90
Hospital Sergeant.....	90
Pay Sergeant.....	80

Sergeant	75
Corporal	60
Bugler.....	50
Private	50
For each horse taking part in such drill.....	1.00

2. *Resolved*, That the pay of the Quartermaster General at Headquarters, shall be at the rate of two thousand six hundred dollars per annum.

3. *Resolved*, That the Officers and Men of the Marine Militia, and the Officers of the Reserve Militia, when called out and drilled, under sections forty-six and forty-seven of the said Bill, shall receive for each day's drill the pay of their respective ranks, according to the foregoing Schedule.

4. *Resolved*, That all sums of money required to defray any expenses under these Resolutions may be paid out of the Consolidated Revenue Fund, upon warrant directed by the Governor to the Receiver General; but no sum of money shall be so paid unless it be included in some appropriation made by Parliament; and a detailed account of moneys so expended shall be laid before Parliament during the then next Session thereof.

The said Resolutions, being read a second time, were agreed to.

Ordered, That the said Resolutions be referred to the Committee of the Whole House on the Bill to consolidate and amend the Laws affecting the Militia of Canada.

The House, according to Order, again resolved itself into a Committee on the Bill to consolidate and amend the Laws affecting the Militia of Canada; and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Landry reported, That the Committee had gone through the Bill, and made amendments thereunto.

Mr. Caron moved, seconded by Mr. Costigan, and the Question being proposed, That the Bill, as amended in the Committee, be now taken into consideration;

Mr. Ross (*Middlesex*) moved, in amendment, seconded by Mr. Blake, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same" by inserting the words, "But nothing in said Regulations and Orders, so far as they relate to the establishment of canteens, shall render lawful the sale of beer" or malt liquors of any kind whatsoever," after the word "Army," in line 2, Section "64," inserted instead thereof;

And a Debate arising thereupon;

On motion of Sir Leonard Tilley, seconded by Sir Hector L. Langevin,

Ordered, That the Debate be adjourned.

Mr. Rylert reported from the Committee of Ways and Means, a Resolution; which was read, as followeth:—

1. *Resolved*, That it is expedient to amend the Act 42 Victoria, Chapter 15, intituled: "An Act to alter the duties of Customs and Excise," and the Acts of 1880, 1881 and 1882 amending the same, by making the following alterations and additions to Schedule B of the said Acts:—

After the word "Agates" strike out the word "unmanufactured" and insert the words, "rubies, pearls, sapphires, emeralds, garnets and opals, not polished nor otherwise manufactured."

After the words "Aniline dyes" add the words "in bulk or packages of not less than one pound weight."

Mineral Waters, natural—"Under regulations to be made by the Minister of Customs."

After the words "Celluloid or Xyolite in sheets" add the words "lumps or blocks."

Under the heading "Colors, dry" strike out the words "*blanc fixe*" and "Marjacca" and add the words "Metallic Colors, viz:—Cobalt, Zinc and Tin."

Diamond Drills for prospecting for minerals.

Dye, jet black.

Kainite or German Potash Salts for fertilizers.

Under the heading "Lumber and Timber" after the word "Chestnut" and before the word "Mahogany" insert the word "Gumwood," and after the closing word "manufactured" add the words "and sawdust of the same, provided that Hickory lumber, sawn to shape for spokes of wheels but not further manufactured, shall be also free."

Under the heading "Settlers' Effects," after the words "removal to *Canada*" and before the words "not to include" insert the words "Musical instruments, domestic sewing machines, live stock, carts and other vehicles, and agricultural implements in use by the Settler for at least one year before his removal to *Canada*," and after the word "Machinery" strike out the words "or live stock," and after the words "entered as Settlers' Effects" and before the words "shall not be sold" insert the words "cannot be so entered unless brought with the Settler on his first arrival and."

So much of Schedule A as imposes any duty of Customs on the following goods is hereby repealed, and the same are added to Schedule B of Free Goods, viz:—

Asphaltum.

Books, bound, which shall have been printed more than seven years at the date of importation, except that foreign reprints of English copyrighted books shall be subject to the copyright duty.

Books printed by any Government, or by any Scientific Association, or other Society now existing for the promotion of learning and letters, issued in the course of their proceedings and not for the purpose of trade.

Chronometers and Compasses for ships.

Copper, in sheets.

Hatters' Plush, of silk or cotton.

Iron and Steel, old and scrap.

Iron beams, sheets or plates, and knees for iron or composite ships.

Iodine, crude.

Manuscripts.

Marble, in blocks from the quarry in the rough, or sawn on two sides only, and not specially shapen, containing fifteen cubic feet or over.

Newspapers, after the word "Magazines," and before the word "unbound," add "and weekly literary papers."

Ottar of Roses.

Platinum Wire.

Seeds, Anise, Coriander, Cardamon, Fennel and Fenugreek.

Spurs and Stilts, used in the manufacture of earthenware.

Sausage Skins or Casings, not cleaned.

Valerian Root.

Wire of brass or copper, round or flat.

Wire of iron or steel, galvanized or tinned 15 gauge or smaller.

Wire of spring steel, coppered, for the manufacture of mattresses, number nine gauge and smaller.

Strike out the item concerning "Steel in ingots, bars, sheets and coils, railway bars and fish plates" and insert the following:—

Steel Railway bars or rails, and fish plates, and in sheets for the manufacture of saws.

Sir *Leonard Tilley* moved, seconded by Sir *Hector L. Langevin*, and the Question being proposed, That the said Resolution be now read a second time;

And the House having continued to sit till after Twelve of the Clock on Friday morning;

Friday, 20th April, 1883.

And the Question being put;

Ordered, That the said Resolution be now read a second time.

The Resolution was accordingly read a second time.

On motion of Sir *Leonard Tilley*, seconded by Mr. *Caron*, the said Resolution was amended by adding the following words at the end thereof: "This Resolution shall take effect on and after the 20th April, 1883."

And the said Resolution, so amended, was agreed to.

Mr. *Rykert* reported from the Committee of Ways and Means, several Resolutions; which were read, as follow:—

1. *Resolved*. That it is expedient to amend the Act 42 *Victoria*, Chapter 15, intituled: "An Act to alter the duties of Customs and Excise," and the Acts of 1880, 1881 and 1882 amending the same:—First—By repealing so much of Schedule A of said Acts as imposes any duties of Customs upon the following goods, and making other provisions in lieu thereof, also, by changing descriptions in certain cases, and adding thereto certain articles not heretofore enumerated.

ACIDS:—

1. Acetic, now twelve cents per Imperial Gallon to be fifteen cents... 15 cts. p. I. G.
Strike out the words "Sulphuric and Nitric in a combined state, twenty per cent. *ad valorem*," and substitute the following in lieu thereof:—
2. Sulphuric and Nitric combined and all mixed acids, twenty-five per cent. *ad valorem*..... 25 p. c. *ad val.*
3. Under the heading "Books, etc." In the item Playing Cards, strike out the words and figures "thirty per cent. *ad valorem*, 30 per cent." and insert the words "six cents per pack"..... 6 c. p. pack
4. In the item "Printed Music, bound or in sheets," strike out the word and figure "six, 6," and insert the word and figures "ten, 10."... 10 cts. p. lb.
5. Braces or Suspenders, now 25 per cent. to be 30 per cent..... 30 p.c. *ad val.*

CARRIAGES:—

Strike out the whole of this item and substitute the following in lieu thereof:—

- 6 to 12. Carriages:—Buggies of all kinds, Farm Waggon, Farm, Railway or Freight Carts, Pleasure Carts or Gigs and similar vehicles, and all other carriages not otherwise enumerated, thirty-five per cent. *ad valorem*, to take effect on and after the tenth day of May next..... 35 per cent. *ad val.*
13. Railway Cars, Sleighs, Cutters, Wheel-barrows and Hand-Carts, thirty per cent. *ad valorem*..... 30 per cent. *ad val.*
- 14 to 19. Children's Carriages of all kinds, thirty-five per cent. *ad valorem*, to take effect on and after the tenth day of May next.... 35 per cent. *ad val.*
20. Parts of Carriages or other manufactured articles shall be charged with the same rate of duty, on a proportionate valuation, as that chargeable upon the finished article.
21. Under the heading "Cotton, Manufactures of." In the item Cotton, Duck or Canvas of hemp or flax and sail twine when to be used for boats and ships' sails, five per cent. *ad valorem*. Strike out the words "Cotton, Duck or," and provide that:
The importer of Cotton Duck, used for sails of ships or fishing boats or other vessels, shall be entitled to a drawback equal to the duty paid thereon, less five per cent. of the value of the article, on furnishing proof that the Duck had been so used, under regulations to be made by the Minister of Customs.

After the item, "All clothing made of cotton or other material, &c.," insert the item :

- 22. Lampwicks thirty per cent. *ad valorem*..... 30 p. cent.

And also the following :

- 23. Provided that printed or dyed Cottons, except Jeans, Coutilles, Cambrics, Silicias and Casbans, shall on and after the first day of January, 1884, be charged with a duty of twenty-seven and one-half per cent. *ad valorem*..... *ad val.* 27½ p. cent.

Strike out the items concerning "Cordage for ships' purposes," and "Cordage, all other including Manilla, Marline, etc.," and substitute therefor :

- 24. Cordage of all kinds, twenty per cent. *ad valorem* 20 p. cent.

Strike out the item "Drain tile and drain pipes and sewer pipes, etc., *ad val.*

twenty per cent.," and substitute the following items in lieu thereof:—

- 25. Drain tiles not glazed, twenty per cent. *ad valorem*..... 20 p.c.*ad val.*

- 26. Drain pipes and sewer pipes, glazed, twenty-five per cent *ad valorem* 25 p. cent.

- 27. Under the heading "Fruits Dried," in the second item, "Currants, *ad val.*

Dates, etc.," the duty of twenty-five per cent. to be reduced to twenty per cent.....

20 p. cent.

- 28. In the item, "Fruits in air-tight cans," after the words, "including cans," strike out the words "three cents per pound if sweetened, and two cents per pound if not sweetened," and insert the words : Weighing not over one pound, three cents per can..... 3 cts. p. can and three cents additional per can for each pound or fraction of a pound over one pound in weight.

- 29. Under the heading "Furniture," after the word "Furniture," and before the word "house," insert the words, "of wood, iron, or any other material." After the words, "bolsters and pillows," and before the words, "caskets and coffins," strike out the words "Show Cases," and add the following item : Show Cases, a specific duty of two dollars each, and in addition thereto, thirty-five per cent. *ad valorem*..... *ad val.*

\$2 each and

35 p. cent.

- 30. Under the heading "Iron and Manufactures of," after the item concerning "lap-welded boiler iron tubing," and before the item concerning "bedsteads and other iron furniture," strike out the heading "Manufactures of iron or steel, or of iron and steel combined."

- 31. In the item "Bedsteads and other iron furniture and ornamental iron work and wire work," strike out the words "Bedsteads and other iron furniture," and include the same in the item concerning "Furniture, house, cabinet, or office," thirty-five per cent. *ad valorem* .. *ad val.*

35 p. cent.

After the item concerning "Sewing Machines," and before the item concerning "Ink for writing," insert the following:—

- 32. All articles rated as iron or manufactures of iron shall be chargeable with the same duty if imported as steel, or steel and iron combined, unless otherwise provided for.

Under the heading "Leather," in the item "Sole and belting leather and all upper leather," after the word "Sheep," and before the words "Calf, tanned or dressed," strike out the words "Buck and Antelope," and substitute therefor the following item :

- 33. Glove Leathers, viz : *Buck, Deer, Elk and Antelope, tanned or dressed, colored or not colored, ten per cent. ad valorem*..... *ad val.* 10 per cent.

- 35. Under the heading "Liquorice root, paste extract of, for manufacturing purposes," the duty of twenty per cent. to be reduced to fifteen per cent. *ad valorem*..... *ad val.*

15 p. cent.

ad val.

36. Under the heading "Marble," in the first item after the word "containing," and before the word "fifteen," insert the words "less than," and after the words "cubic feet," and before the words "ten per cent.," strike out the words "or over."..... 10 p. cent.
37. In the second item, after the words "two sides," and before the words "per cent.," strike out the word "fifteen," and insert the word "ten."..... 10 p. cent.
38. Under the heading "Oils," in the item concerning "Carbolic or heavy Oil," after the word "Oil," and before the words "ten per cent.," strike out the words "used in making wooden block pavements, for heating, wood for building, and for railway ties," strike out the item "lubricating of all kinds, twenty-five per cent. *ad valorem* 25 per cent." and substitute the following:—
39. Lubricating Oils, composed wholly or in part of Petroleum, and costing thirty cents per Imperial Gallon or over, twenty-five per cent. *ad valorem* 25 p. cent. *ad val.*
40. The same costing less than thirty cents per Imperial Gallon seven and one-fifth cents per Imperial Gallon..... 7½ cts. per Imp. gal.
41. All other lubricating oils, twenty-five per cent. *ad valorem*..... 25 p.c. *ad val.*
42. In the item "Paper-Hangings or Wall Paper," after the words "Wall Paper" insert the words "and glazed, plated, marbled, enamelled or embossed paper, in rolls or sheets, and card board similarly finished.".....
43. In the item "Union Collar Cloth Paper," after the words "not shapen" and before the words "per cent." strike out the word "ten" and insert the word "five."..... 5 p.c. *ad val*
44. In the item concerning "Spices," after the word "unground" and before the words "per cent." strike out the word "twenty" and insert the word "ten."..... 10 per cent.
45. Under the heading "Tobacco," in the item "manufactured Tobacco and Snuff" after the word "twenty," strike out the word "five," also the figures "25," and insert the figures "20" to take effect on and after the first day of May next 20 cts. p. lb.
- 45a. In the item "Trunks, Satchels, Valises, etc.," after the words "Carpet-bags," insert the words "Purses and Pocketbooks."
46. In the item "Turpentine, Spirits of," after the words "Spirits of," and before the words "per cent." strike out the word "twenty," and insert the word "ten."..... 10 p.c. *ad val*
47. Under the heading "Vegetables," strike out the words "Tomatoes in cans two cents per pound," and substitute the following in lieu thereof, "Tomatoes and other vegetables, including Corn, in cans weighing not over one pound, two cents per can..... 2 c. p. can. And two cents additional per can for each pound or fraction of a pound over one pound in weight.
48. In the item concerning "Vinegar," after the word "Vinegar," and before the word "cents," strike out the word "twelve," and insert the word "fifteen."..... 15 c. p. l.G.
49. Under the heading "Wools and Woollens" in the first item, after the words "Worsted Yarns," strike out the words and figures, "under number 30," and after the word "hosiery" and before the word "seven," strike out the words, "of every description," and insert the words, "*not elsewhere specified.*"
50. In the second item concerning "Clothing ready made," after the word "including" and before the word "Cloth Caps" insert the words "*Knitted goods, viz: Socks and Stockings.*"

Between the second and third items insert the following item:—

51. Dress or Costume Cloths, serges and similar fabrics, under twenty-five inches wide and weighing not over three and a half ounces per lineal yard, either or both, twenty per cent *ad valorem*. *ad val.*

By adding to Schedule A the following items, viz:—

53. Absinthe, two dollars per Imperial gallon..... \$2 p. I. G.
 54. Agates, sapphires, emeralds, garnets and opals, polished but not set or otherwise manufactured, ten per cent. *ad valorem*..... 10 p. cent.
 55. Aniline dyes, not otherwise provided for, ten per cent. *ad valorem*.... 10 p. cent.

56 to 72. AGRICULTURAL IMPLEMENTS:—

- Mowing Machines, Self-binding Harvesters, Harvesters without binders, Binding attachments, Reapers, Sulky and Walking Ploughs and parts of the same. Harrows, Scythes, Horse and Hand Hay Rakes, Garden Rakes of any material, Grain Seed Drills, Spades, and Shovels, Hoes, Hay, Straw, Manure, Spading and Mining Forks, and all similar articles and parts thereof, thirty-five per cent. *ad valorem*, to take effect on and after the tenth day of May next..... 35 per cent. *ad val.*
- 73 to 78. Portable Machines, Portable Steam Engines, Threshers and Separators, Horse Powers, Portable Saw mills and Fanning Mills and parts thereof, thirty-five per cent. *ad valorem*., to take effect on and after the tenth day of May next..... 35 per cent. *ad val.*
79. Bed Comforters or Quilts of Cotton, twenty-seven and a-half per cent. *ad valorem* 27½ p. cent. *ad val.*
80. Bells, of any material, except for churches, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*
81. Boot, Shoe and Stay Laces of any material, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*
83. Button Covers, Crozier, ten per cent. *ad valorem*. 10 p.c. *ad v.*
84. Cane or Rattan, split or otherwise manufactured, twenty-five per cent. *ad valorem*..... 25 p. cent. *ad val.*
85. Cases—Jewel and Watch Cases, and other like articles of any material, thirty per cent. *ad valorem*..... 30 p. cent. *ad val.*
86. Coal Dust, twenty per cent. *ad valorem*..... 20 p.c. *ad v.*
87. Hair Cloth, thirty per cent. *ad valorem*..... 30 p.c. *ad v.*
88. India Rubber Clothing, or clothing made waterproof with India rubber, thirty-five per cent. *ad valorem*..... 35 p. cent. *ad val.*
89. Jellies and Jams, five cents per pound..... 5 c. per lb.
90. Jute Carpeting or Matting and Mats, twenty-five per cent. *ad valorem*..... 25 p. cent. *ad val.*
91. Lamp-black and Ivory black, ten per cent. *ad valorem* 10 p.c. *ad v.*
92. Lead, Nitrate and Acetate of, five per cent. *ad valorem*..... 5 p.c. *ad v.*
93. Magic Lanterns and Optical Instruments, including Microscopes and Telescopes, twenty-five per cent. *ad valorem*..... 25 p. cent. *ad val.*
94. Nickel Anodes, ten per cent. *ad valorem* 10 p.c. *adv.*
96. Pumps iron, piteher, spout, cistern, well and force pumps, thirty-five per cent *ad valorem*..... 35 p. cent. *ad val.*
97. Tin Crystals, twenty per cent. *ad valorem*..... 20 p.c. *adv.*
98. Vaseline, and all similar preparations of petroleum for toilet, medicinal or other purposes, in bulk, four cents per pound..... 4 cts per lb.
 In bottles or other packages, not over one pound in weight each, six cents per pound..... 6 cts per lb.
- Under the heading "Steel and Manufactures of" strike out the first item concerning "steel in ingots, bars, sheets and coils and railway bars or rails and fish plates," and substitute the following in lieu thereof:—

99. Steel, ingots, bars, sheets and coils, not elsewhere specified, a specific duty of five dollars per ton, to take effect on and after the first of July next, and to remain free of duty until that date..... \$5 per ton.
100. Spades, &c., strike out the words "including files" and add the following item:
101. Files and Rasps. *Thirty-five per cent. ad valorem*..... 35 p.c. adv.
102. After the item concerning "Proprietary Medicines," and before the item concerning "Prunella," insert the following:—
 "All medicinal preparations whether chemical or otherwise, usually imported with the name of the manufacturer, shall have the true name of such manufacturer and the place where they are prepared permanently and legibly affixed to each parcel by stamp, label or otherwise; and all medicinal preparations imported without such names so affixed shall be forfeited."

2. *Resolved*, That it is expedient to provide by law that the export of Deer, Wild Turkeys and Quail in the carcass, be prohibited; and that a penalty be imposed for every breach of such prohibition.

Ordered, That the said Resolutions be now read a second time.

The First Resolution being read a second time;

On motion of Sir *Leonard Tilley*, seconded by Mr. *Caron*, the said Resolution was amended by adding the following words at the end thereof:

"The alterations in Customs duties on the articles enumerated in the several items of this Resolution, viz.: from Item 1 to 5 inclusive, 13, from 20 to 22 inclusive, from 24 to 44 inclusive, from 45a to 55 inclusive, from 79 to 98 inclusive, from 100 to 102 inclusive, shall take effect on, and after the 20th April, 1883."

And the said Resolution, so amended, was agreed to.

The Second Resolution, being read a second time, was agreed to.

And then The House, having continued to sit till ten minutes after One of the Clock on Friday morning, adjourned till this day.

Friday, 20th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Abbott*,—The Petition of the Canadian *Pacific Railway Company*.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of Messrs. *Verret, Stewart and Company*, Merchants, and others; and of Messrs. *J. B. Renaud and Company*, Merchants, and others, interested in the Herring Trade of *Canada*; severally praying that such measures may be taken as will cause the Act to repeal certain provisions of the General Inspection Act of 1874, to be put in force by proclamation.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the twelfth Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the following Bills, and have agreed to report the same, with amendments, viz:—

Bill from the Senate, intituled: "An Act respecting the Northern Railway Company of *Canada*."

Bill to amend the Act intituled: "An Act to incorporate the Northern, North Western and *Sault Ste. Marie* Railway Company," and to change the name of the said Company to the "Northern and *Pacific* Junction Railway Company."

The Committee would also submit the following recommendations, viz:—

1st. That the Bill to incorporate the Rainy River Improvement Company be withdrawn, and that the fee and charges paid thereon be refunded, less the cost of printing and translation.

2nd. That (with the concurrence of the promoters of the Bill to amend "The Consolidated Railway Act, 1879,") it is inexpedient to proceed with that measure in its present shape this Session, and that the said Bill be withdrawn.

3rd. The following *Resolution*: That the time for receiving Reports from the Select Standing Committee on Standing Orders, be extended for one week from this date.

Mr. *Hackett*, from the Select Committee appointed to consider the question of Steam Communication between *Prince Edward Island* and the Mainland in winter and summer, presented to the House the Report of the said Committee, which was read. (Appendix, No. 3)

Mr. *McLelan*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 26th February, 1883, for a Return of all correspondence which has taken place with any Department of the Government within the past four years, in reference to Buoys and Beacons in the north channel of Lake *Huron*, with copies of any contracts entered into for placing the same in the spring and removing them in the fall, and a Statement shewing the cost therewith connected, in each year; also, a Statement shewing in detail the annual cost of the same service for a period of four years, immediately antecedent to these contracts having been entered into, distinguishing the amount laid out in soundings from that chargeable to the mere placing of Buoys and Beacons. (*Sessional Papers*, No. 87.)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 6th March, 1883, for copies of all correspondence between the Government of *Nova Scotia*, and the Departments of Railways and of Public Works, respecting the transfer of the Branch line of Railway between *Truro* and *Pictou*, and all correspondence with the *Halifax* and *Cape Breton* Railway and Coal Company, respecting Eastern Extension Railway matters in *Nova Scotia*. (*Sessional Papers*, No. 40j.)

Also, Supplementary Return to an Order of this House, dated 15th March, 1883, for a copy of all correspondence between the Grand Trunk Railway Company of *Canada*, or any of its officers and the Government of *Canada*, or any of the Departments or Members of the Government, in reference to the purchase or sale of the *Rivière du Loup* Branch of the said Railway now owned by the Government of *Canada*; also, any correspondence shewing the manner in which the said Company have expended or proposed to expend the money so received for the said *Rivière du Loup* Branch; and also, all correspondence in reference to their expending the said money or any portion thereof, either in purchasing or constructing a Railway or Railways in the *United States*, either in their own name or by an associated Company, or in any other way, and how much money received for the *Rivière du Loup* Railway purchase has been so expended; and also, any and all correspondence shewing whether the Government lien for the debt of £3,111,500 and accrued interest owing by the said Railway attaches upon the said Railway or Railways so purchased or built in the said *United States*, with the length and cost of the same. (*Sessional Papers*, No. 76c.)

Also, Return to an Address to His Excellency, dated 9th April, 1883, for copies of all Despatches, Orders in Council and Reports on the subject of the withdrawal of the Troops from *Halifax*. (*Sessional Papers*, No. 88.)

Sir *Charles Tupper* also laid before the House,—Reports, Railway Statistics of *Canada*, and Capital traffic and working expenditure, of the Railways of the Dominion, for the year ending 30th June, 1882, with a Map shewing the Railways of *Canada*. (*Sessional Papers, No. 8a.*)

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Desjardins*,

Ordered, That so much of the Second Report of the Joint Committee of both Houses on the Printing of Parliament as recommends that “the Report of the Honourable *James Cockburn*, the Commissioner appointed to collect, examine and classify the Statutes of the Dominion of *Canada* be not printed,” be referred back to the Committee for re-consideration.

Ordered, That the Petition of the Canadian *Pacific* Railway Company, presented this day, be now read.

And the said Petition was read and received; praying to be permitted to lay before the House their Petition for an Act empowering them to lease the Lines of the *Credit Valley* Railway Company, the *Ontario* and *Quebec* Railway Company, and part of the Line of the *Atlantic* and *North-West* Railway Company, notwithstanding the expiration of the time for presenting Petitions for Private Bills.

Ordered, That the said Petition be referred to the Select Standing Committee on Standing Orders.

On motion of Mr. *Dawson*, seconded by Mr. *Royal*,

Ordered, That the Bill to incorporate the *Rainy River* Improvement Company be withdrawn; and that the Fee and charges paid on the Bill be refunded, less the charges for printing and translating, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *McLelan*, seconded by Mr. *Pope*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting the Harbour of *Pictou*.

The House accordingly resolved itself into the said Committee.

(*In the Committee.*)

Resolved, That it is expedient further to amend the Act 36 *Victoria*, Chapter 63, respecting the Harbour of *Pictou*, by exempting vessels exceeding forty and not exceeding eighty tons register, from the payment of Harbour dues more than twice in any calendar year, whatever may be the number of times of entering the Harbour.
Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *White (Renfrew)* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient further to amend the Act 36 *Victoria*, Chapter 63, respecting the Harbour of *Pictou*, by exempting vessels exceeding forty and not exceeding eighty tons register, from the payment of Harbour dues more than twice in any calendar year, whatever may be the number of times of entering the Harbour.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *McLelan* have leave to bring in a Bill further to amend the Act respecting the Harbour of *Pictou*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Tuesday next.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Resolved, That in accordance with the recommendation of the Select Standing Committee on Banking and Commerce, and the Select Standing Committee on Railways, Canals and Telegraph Lines, the following Resolution be made one of the Standing Orders of this House :

" All Private Bills for Acts of Incorporation shall be so framed as to incorporate, by reference, the clauses of the General Acts relating to the details to be provided for by such Bills;—special grounds shall be established for any proposed departure from this principle, or for the introduction of other provisions as to such details, and a note shall be appended to the Bill indicating the provisions thereof, in which the General Act is proposed to be departed from;—Bills which are not framed in accordance with this Rule, shall be re-cast by the promoters, and reprinted at their expense, before any Committee passes upon the Clauses, and the substance of this Rule shall be published by the Clerk in conformity with the terms of the 50th Rule."

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth :—

The Senate have passed the Bill, intituled: " An Act to incorporate the *Brant* County Bank of *Canada*," without any amendment."

A Bill respecting Certificates to Masters and Mates of Inland and Coasting Ships, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. *Rykert* reported from the Committee of the Whole House to consider a certain proposed Resolution respecting a Bounty on Pig Iron manufactured in *Canada* from Canadian Ore, a Resolution; which was read, as followeth :—

Resolved, That it is expedient to provide by law that a bounty of one dollar and fifty cents per ton be paid on all pig iron manufactured in *Canada* from Canadian Ore, between the first day of July, 1883, and the thirtieth day of June, 1886, inclusive, and that a bounty of one dollar per ton be paid in like manner on the same manufactured between the first day of July, 1886, and the thirtieth day of June, 1889, inclusive.

The said Resolution, being read a second time, was agreed to.

The House, according to Order, resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding One hundred and seventy two thousand one hundred and forty dollars and eighty seven cents be granted to Her Majesty, to defray the following expenses in connection with "Charges of Management," viz :—Financial Inspector, \$2,600; Office of Assistant Receiver-General, *Toronto*, \$7,600; Office of Assistant Receiver-General, *Montreal*, \$5,500; Auditor and Assistant Receiver-General, *Halifax*, \$11,000; Auditor and Assistant Receiver-General, *St. John*, \$10,500; Auditor and Assistant Receiver-General, *Winnipeg*, \$5,700; Auditor and Assistant Receiver-General, *Winnipeg*, Board Allowance, \$850; Auditor and Assistant Receiver-General, *Victoria*, \$7,200; Auditor and Assistant Receiver-General, *Charlottetown, P.E.I.*, \$4,900; Country Savings Banks: *New Brunswick, Nova Scotia and British Columbia*, \$14,200; For increases to Salaries of Savings Bank Agents and establishment of new offices, \$2,000; *London* Agents :—Commission

on payments of \$5,660,136.79, interest on debt, \$28,300.68; Commission and brokerage on \$478,698.23, Consolidated Canadian Loan Sinking Fund, \$2,393.49; Brokerage on \$274,795.75, Intercolonial Sinking Fund. \$686.99; Brokerage on \$28,106.39, Rupert's Land Loan Sinking Fund \$70.02; Brokerage on \$39,957.74, British Columbia Loan Sinking Fund, \$99.80; Brokerage on \$587,960.18, Sinking Fund Loans of 1874, 1875, 1876, 1878, and 1879, \$2,939.80; English Bill Stamps, postages and telegrams, \$7,000; Expenses in connection with the issue and redemption of Dominion Notes, including one Extra Clerk, \$7,000; Printing, advertising, inspection, express and miscellaneous charges, &c., including commutation of Stamp Duty and contingencies of Country Savings Banks, \$15,000; Printing Dominion Notes, \$35,000; To cover expenses, including rent, in connection with the Assistant Receiver-General's Office, at Halifax, \$1,600; for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Nine thousand seven hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Governor General's Secretary's Office, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seventeen thousand seven hundred and fifty-five dollars be granted to Her Majesty, to defray expenses in connection with the Office of the Queen's Privy Council for *Canada*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Sixteen thousand and fifteen dollars be granted to Her Majesty, to defray expenses in connection with the Department of Justice, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Five thousand four hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Justice, Penitentiaries Branch, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Thirty-six thousand nine hundred and eighty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Militia, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Forty-two thousand one hundred and ninety-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Secretary of State, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding One hundred and three thousand one hundred and thirty-four dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Interior, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Thirty-one thousand two hundred and eighty-seven dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with the Department of Indian Affairs, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Nineteen thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with the Office of the Auditor General, for the year ending 30th June, 1884.

11. *Resolved*. That a sum not exceeding Fifty-eight thousand one hundred and twenty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of Finance and Treasury Board, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Thirty-five thousand seven hundred and twelve dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with the Department of Inland Revenue, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Thirty-two thousand nine hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Customs, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding One hundred and forty-one thousand one hundred and twenty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Postmaster-General, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Forty-three thousand and sixty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of Agriculture, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Thirty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with the Department of Marine and Fisheries, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Forty-one thousand four hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Public Works, for the year ending 30th June, 1884.

And it being Six o'Clock P.M., Mr. Speaker took the Chair, and left it, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the Dominion Railway Trust and Construction Company of *Canada* (Limited), and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. McDonald (*Cape Breton*) reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited)."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to unite the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company, and the *Nelson Valley* Railway and Transportation Company into one Corporation, under the name of "The *Winnipeg* and *Hudson's Bay* Railway and Steamship Company," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Haggart reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate "The *Pacific* and *Peace River* Railway Company," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Grandbois reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to declare the meaning and effect of certain provisions of the Act to incorporate the *London* and *Ontario* Investment Company, Limited," and the same were twice read, and agreed to.

Ordered. That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The Committee of Supply was resumed.

(*In the Committee.*)

18. *Resolved*, That a sum not exceeding Forty-three thousand two hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Railways and Canals, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding One hundred and fifty-three thousand nine hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with Departmental Contingencies, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to defray expenses in connection with the Stationery Office, for stationery, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with, and to meet the possible amount required for new appointments, by an extension of the Staff or by any other change, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with contingent expenses of the High Commissioner for *Canada*, in *London*, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Post Office and Finance Departments—Contingencies—amount required to make payment to those officers of the Savings Bank Branch, Post Office, and Finance Departments, engaged in balancing and computing interest in Depositor's accounts to 30th June, 1883, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Salaries of Board of Examiners and other expenses in connection with the Civil Service Act, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Thirty-six thousand seven hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Administration of Justice: Miscellaneous Justice, including *North-West Territories*, \$15,000; Travelling expenses of Stipendiary Magistrates in the *North-West Territories*, \$2,500; Circuit allowances, *British Columbia*, \$6,000; Travelling allowances, Supreme and County Court Judges, *Manitoba*, \$2,500; Précis Writer of the Supreme Court of *Canada* and the Exchequer Court, \$2,000; Clerk in the office of the Registrar of the Supreme Court of *Canada* and the Exchequer Court, \$800; Second Clerk in the office of the Registrar of the Supreme Court of *Canada* and the Exchequer Court, \$600; Senior Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$500; Second Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$420; Third Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$280; Contingencies and disbursements, including printing, binding and distributing Reports, Judges' travelling expenses; also, salaries of officers (Sheriff, Usher, &c.) in the Supreme and Exchequer Courts of *Canada*, and \$150 for books for Judges, \$5,000; Sundry disbursements connected with the Maritime Court of *Ontario*, Judges' travelling expenses, &c., \$100; Salary of Registrar of Vice-Admiralty Court, *Quebec*, \$666.66; Salary of Marshal of Vice-Admiralty Court, *Quebec*, \$333.34, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the Dominion Police, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding One hundred and twelve thousand eight hundred and seventy-eight dollars and twenty-three cents be granted to Her Majesty, to defray expenses in connection with the *Kingston Penitentiary*, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Eighty-three thousand five hundred and forty-six dollars and thirty-six cents be granted to Her Majesty, to defray expenses in connection with the *St. Vincent de Paul Penitentiary*, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Forty-five thousand eight hundred and fifty-six dollars be granted to Her Majesty, to defray expenses in connection with the *Dorchester Penitentiary*, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Thirty-two thousand two hundred and thirty-three dollars and ninety cents be granted to Her Majesty, to defray expenses in connection with the *Manitoba Penitentiary*, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Twenty-one thousand seven hundred and six dollars and eighty-three cents be granted to Her Majesty, to defray expenses in connection with the *British Columbia Penitentiary*, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Fifty-six thousand seven hundred and thirty-eight dollars be granted to Her Majesty, to defray expenses in connection with Salaries and Contingent expenses of the Senate, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Sixty-one thousand dollars be granted to Her Majesty, to defray expenses in connection with salaries of the House of Commons, as per Clerk's estimate, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Twelve thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with expenses of Committees, extra Sessional Clerks, &c., House of Commons, for the year ending 30th June, 1884.

35. *Resolved*. That a sum not exceeding Twenty thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Contingencies, House of Commons, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with publishing Debates, House of Commons, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Twenty-eight thousand four hundred and eighty-two dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with Salaries and Contingencies, per Sergeant-at-Arms' Estimate, House of Commons, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with grant to Parliamentary Library, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Saturday morning;

SATURDAY, 21ST APRIL, 1883.

Mr. Speaker resumed the Chair; and Mr. Rykert reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received on Monday next.

Mr. Rykert also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, on Monday next, again resolve itself into the said Committee.

And then The House, having continued to sit till five minutes after Twelve of the Clock on Saturday morning, adjourned till Monday next.

Monday, 23rd April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Abbott*,—The Petition of the Canadian *Pacific* Railway Company; and the Petition of the Anglo American Telegraph Company (Limited).

By Mr. *Cockburn*,—The Petition of Messrs. *Wyld, Brock and Darling*, and others; and the Petition of Messrs. *Gooderham and Worts*, and others, all of the City of *Toronto*.

By Mr. *Moffat*,—The Petition of *John B. Chalmers* and others, of the County of *Kestigouche, New Brunswick*.

By Mr. *Campbell (Victoria)*,—The Petition of *Roderick McLennan* and others, of *Middle River*; and the Petition of *Angus McIver* and others, of *Little Narrows, County of Victoria, Nova Scotia*.

Pursuant to the Order of the Day, the following Petition was read and received:—

Of *Archibald Wright* and others, of the City of *Winnipeg, Manitoba*; praying that the temporary Post Office, proposed to be built in the said City, may not be erected on the vacant lot between the Land Office and the Custom House, but on a lot situated in rear of the present office.

Mr. White (Cardwell), from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Sixth Report of the said Committee, which was read, as followeth:—

The Committee having carefully examined the following documents, would respectfully recommend, that they be printed, viz.:—

Return to Order,—Statement shewing separately for each year since the establishment of the Superannuation Fund:—

1. Number of persons entitled to the benefit of the Act.
2. Number superannuated during the year.
3. Number retired during the year on a gratuity.
4. Total amount paid into the Fund by those superannuated during the year, or retired on gratuity, &c.
5. Number of persons on the list for the year who died.
6. Total amount paid into the Fund by those who died, &c. (No. 21b.) (*In Sessional Papers only*.)

Location, Eastern Section, *Current Creek to Nipigon*, and Freight Tariff Canadian *Pacific* Railway, Western Division. (No. 27j.)

Return to Order,—Amount paid for Rolling Stock Intercolonial Railway, for each year since 1st July, 1878, and place where manufactured, &c. (No. 40i.)

Return to Order,—Correspondence with the Grand Trunk Railway Company of *Canada* in reference to the purchase or sale of the *Rivière du Loup* Branch of the said Railway now owned by the Government of *Canada*, &c. (No. 76b.)

Statement from the Records of the Elections to the present House of Commons, shewing the number of votes polled for the respective candidates in the several Electoral Districts, &c. (No. 77.)

Return to Address,—Copies of judgments in the case of *Russell* and the Queen, in the Supreme Court of *Canada*, and the Privy Council, &c., in all cases raising the right of a Provincial Legislature to pass laws affecting the sale of intoxicating liquors, &c. (No. 80.)

Return to Address,—Correspondence in connection with the surveys made in 1882, for the construction of a canal between Lake Shushwac and Lake Okanagan, British Columbia. (No. 81.)

Return to Address (Senate).—Tenders received for the construction of the Murray Canal, together with the Reports and Estimates of the Engineers, &c. (No. 83.) (*Condensed.*)

Return to Order,—Shewing the total number of applications for land for Colonization under Plan No. 1, of the Land Regulations of December 23rd, 1881; also for all applications under Plan No. 2. (No. 84.)

The Committee would also respectfully recommend that the following documents be not printed, viz. :—

Return to Order,—Statement of total quantity of land agreed to be sold by the Canadian Pacific Railway Company, and the price agreed to be paid therefor, during each month up to the 1st March, 1882, &c. (No. 27k.)

Return to Order.—Petitions and correspondence with respect to new guns for the Richmond Field Battery. (No. 31c.)

Return to Order,—Correspondence relating to the application of *John Stewart*, of Woodbridge, one of the volunteers of 1837-8, for assistance, either by land grant or otherwise. (No. 31d.)

Return to Order,—Petitions from the Province of *Quebec* on proposed legislation as to the sale of intoxicating liquors. (No. 59 a.)

Return to Address,—Despatches on the subject of Canadian and Provincial Laws, as to the imposition of restrictions on the sale of intoxicating drinks. (No. 59b.)

Return to Address,—Correspondence respecting the appointment of Hon. *Hector Fabre* to the position he now occupies in *France*, &c. (No. 60.)

Return to Order,—Correspondence between any member of the Government and any Licensed Victuallers, on the subject of Legislation affecting the sale of Liquors. (No. 61.)

Return and Supplementary Return to Address,—Correspondence and Petitions from Municipalities referring to the appointment of Dominion Bailiffs to convey prisoners from the County Gaols to the Penitentiaries. (Nos. 62 & 62a.)

Return to Address,—Number of cases tried at each of the County Courts of the Counties of *Kings* and *Albert* since 1st June, 1882. (No. 67a.)

Return to Order,—Correspondence between the Government and County Court Judges of the Dominion respecting the Resolution submitted to the House by the late Minister of Justice, during last Session of Parliament, on the subject of the proposed increase of the salary of such Judges. (No. 67b.)

Statement of the affairs of the British Canadian Loan and Investment Company on 31st December, 1882. (No. 73.)

Return to Address,—Correspondence in relation to the erection of Semaphores on the wharf at *Rivière du Loup* and on the Brandy Pots. (No. 74.)

Return to Order,—Reports to date respecting the movement of the Ice at the wharf at *Rivière du Loup*, and the wharf at *Rivière Ouelle*. (No. 75.)

Return to Address,—Correspondence between the Government of *Canada* and the Grand Trunk Railway Company relative to a meeting of the said Company in London, on the 29th March instant, for the consideration of the purchasing of bonds and shares of the Wellington, Grey and Bruce Railway, the Hamilton and North-Western Railway, and the St. Lawrence and *Ottawa* Railway; also correspondence in relation to the purchase or sale of the North Shore Railway, &c. (No. 76.)

Return to Order,—Return of all accidents which have occurred on the Grand Trunk Railway, or any of its branch Railways, involving either loss of life or injury to property, &c. (No. 76a.)

Return to Order,—Copies of any complaints made against *Hubert Hébert*, Chief Station Master at Montmagny, in relation to a charge of fraudulent practices affirmed against him by *P. B. Casgrain*, Esq., M.P. (No. 78.)

Return to Order,—Statement of the amount collected for wharfage at the Public Pier at Digby, N.S., for each year from 1879 to 1882. (No. 79.)

Return to Order,—Statement shewing the gross amount of receipts from the sale or leasing of Ordnance Lands, or Naval Reserves, in the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, from 1st July, 1856, to 1st July, 1882. (No. 82.)

Return to Address,—Statement of any sums paid to the Hon. *John O'Connor*, since his retirement from office, &c. (No. 85.)

The attention of the Committee having been drawn to the necessity for providing more accommodation for the proper working of the Distribution Office, and finding on enquiry that there is no available vacant space which could be utilized for that purpose, would respectfully recommend that during the Recess, the Speakers of both Houses should be requested, in concert with the Department of Public Works, to make such re-arrangement of the Rooms under their respective control (and adding thereto if possible) as would tend to facilitate the public business by giving the necessary accommodation. More suitable storage room is also required for the printing paper, and also for the safe-keeping of the printed sheets of the Departmental Reports and of the Official Debates, until completed and ready to be placed in the Binder's hands.

The Committee would further respectfully state, that during the past Recess, the Clerk of the Committee, in carrying out their instructions, sent a circular to the Legislatures of the several Provinces of the Dominion, requesting an inter-change of documents, &c. From the Provinces of Ontario and Quebec, favourable answers were received. From Nova Scotia, the answer was:—"That the matter would be attended to"; but there has been no further communication, the other Provinces appear to have taken no notice of the circulars, as they remain unanswered.

Mr. Méthot, from the Select Standing Committee on Standing Orders, presented to the House the Thirteenth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Petition of the Canadian *Pacific* Railway Company; praying to be permitted to lay before The House their Petition for an Act empowering them to lease the Lines of the *Credit Valley* Railway Company,—the *Ontario* and *Quebec* Railway Company,—and part of the Line of the *Atlantic* and *North-West* Railway Company, notwithstanding the expiration of the time for presenting Petitions for Private Bills, and as the reasons assigned for the delay are satisfactory, they recommend that leave be granted therefor.

Ordered, That the Petition of the Canadian *Pacific* Railway Company, presented this day, be now read.

And the said Petition was read and received; praying for the passing of an Act authorizing them to enter into and execute a lease of the Lines of the *Credit Valley* Railway Company, the *Ontario* and *Quebec* Railway Company, and the *Atlantic* and *North-West* Railway Company.

Sir Charles Tupper, a Member of the Queen's Privy Council, presented, pursuant to a Resolution of this House, dated 20th February, 1882,—a communication from *W. C. Van Horne*, General Manager of Canadian *Pacific* Railway Company, dated *Montreal*, the 18th April, 1883, respecting the additional information concerning the line proposed to be adopted through the *Rocky* and *Selkirk* Mountains. (*Sessional Papers*, No. 27.)

The House, according to Order, resolved itself into a Committee on the Bill further to amend the Acts relating to the *New Brunswick* Railway Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Bécharé* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend an Act intituled: "An Act to incorporate the Northern, North-Western and *Sault Ste. Marie* Railway Company," and to change the name of the said Company to the "Northern and *Pacific* Junction Railway Company," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House proceeded to take into consideration the Amendment made by the Senate to the Bill intituled: "An Act to incorporate the *Wood Mountain* and *Qu'Appelle* Railway Company," and the same was twice read, as followeth:—

Page 7, line 40.—Leave out all the words from "same" to the end of the Bill.

Mr. *Beaty* moved, seconded by Mr. *Kranz*, and the Question being proposed, That this House doth disagree with the Senate in the said Amendment for the Reason that the provisions of the Clause excepted to are within the jurisdiction of this Parliament, the line of the Railway being within the territory of *Assiniboia*, and not in the Province of *Manitoba*;

And a Debate arising thereupon;

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,

Ordered, That the Debate be adjourned.

On motion of Mr. *Fortin*, seconded by Mr. *Grandbois*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence and papers relating to Reciprocal Trade agreements between the Government of *Brazil*, the different Governments of the *West India Islands*, whether British or Foreign, and *Mexico*, on the one side, and *Canada* on the other side. A Statement of the Custom Duties imposed by these countries on their imports or exports. A Statement of the quantities of the different articles, whether manufactured or unmanufactured, exported from *Canada* to these different countries during the last ten years. A Statement of the quantities of the different articles, whether manufactured or unmanufactured, imported from these countries into *Canada*. A Statement of commercial treaties, if such exist, between any of these countries, British Colonies excluded, and Great Britain.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *McMillan (Huron)*, seconded by Mr. *McMullen*,
Ordered, That there be laid before this House, copies of all Reports, Plans and Surveys made by the Government Engineers, of *Bayfield Harbour*, in the County of *Huron*.

Mr. *Gigault* moved, seconded by Mr. *Royal*, and the Question being proposed, That there be laid before this House, a Statement shewing:—

1st. The amount of duties collected between the 15th March, 1879, and the 1st January, 1883, on the Cereals comprised under the head of "Grain and products of Grain," in the Trade and Navigation Returns of *Canada*;

2nd. The quantity of grain and products of grain imported and entered for consumption in *Canada* during the years 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882;

Mr. *Charlton* moved, in amendment to the Question, seconded by Mr. *Ross (Middlesex)*. That the words "and the total quantity of Grain and products of Grain imported," be added at the end of the first paragraph; and the words "also Statement of quantity of Grain and products of Grain exported during the same years," be added at the end of the second paragraph;

And the Question being put, That those words be there added:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put,

Ordered, That there be laid before this House, a Statement shewing:—1st. The amount of duties collected between the 15th March, 1879, and the 1st January, 1883, on the Cereals comprised under the head of "Grain and products of Grain," in the Trade and Navigation Returns of *Canada*; and the total quantity of Grain and products of Grain imported; 2nd. The quantity of grain and products of grain imported and entered for consumption in *Canada* during the years 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882; also, Statement of quantity of Grain and products of Grain exported during the same years.

Mr. *De St. Georges* moved, seconded by Mr. *Rinfret*, and the Question being put, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of the Order in Council passed on the 26th July, 1882, confirming a by-law of the Harbour Commissioners of *Montreal*; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:—

Bill intituled: "An Act to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*."

Bill intituled: "An Act to amend the Act incorporating the Great Eastern Railway Company."

Bill intituled: "An Act respecting the *Montreal, Ottawa and Western Railway Company*," and to change the name thereof to the '*Montreal and Western Railway Company*,'"

Bill intituled: "An Act to amend the Act to incorporate the *Ontario Pacific Railway Company*."

Bill intituled: "An Act to amend the Act incorporating the *Atlantic and North-West Railway Company*."

And also, the Senate have passed the Bill intituled: "An Act to amend the Act passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the duty on Promissory Notes, Drafts and Bills of Exchange," and to declare the law relating to stamps on Promissory Notes and Bills of Exchange," with several Amendments, and have amended the Title as followeth: Leave out all the words after "Exchange" where it occurs the first time.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill intituled: "An Act to amend the Act passed in the forty-fifth year of the reign of Her present Majesty intituled: 'An Act to repeal the duty on "Promissory Notes, Drafts and Bills of Exchange,' and to declare the law relating to "Stamps on Promissory Notes and Bills of Exchange," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

On motion of Mr. *Hackett*, seconded by Mr. *Cameron* (*Inverness*),

Ordered, That there be laid before this House, copies of Engineer's Report of survey made at *Brae, Prince County, Prince Edward Island*, during the last summer, with a view to making harbour improvements at that place.

On motion of Mr. *Baker* (*Victoria*), seconded by Mr. *Bell*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence of recent date between the Government of the Dominion and the Government of *British Columbia*, and all Orders in Council on the subject of Immigration into that Province.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *McCraney*, seconded by Mr. *Harley*,

Ordered, That there be laid before this House, a Return of all certificates granted for liquor under section ninety-nine, clause four, second part of the *Canada Temperance Act* of eighteen hundred and seventy-eight, by the Physicians of the County of *Halton*, giving the name of each Physician and specifying the number of certificates granted by each, from the first of May to the thirty-first December, eighteen hundred and eighty-two.

On motion of Mr. *McCraney*, seconded by Mr. *Harley*,

Ordered, That there be laid before this House, a Return of the number of children's carriages imported into *Canada* each and every year, from the first of July, 1878, to the first of July, 1882, with the amount of duty collected in each year.

On motion of Mr. *McCraney*, seconded by Mr. *Harley*,

Ordered, That there be laid before this House, a Return of all permits, and licenses of permits granted to make timber, ties, telegraph poles and saw logs within the District of *Rainy Lake* and *River and Lake of the Woods* and tributary streams, said Return to show the quantities removed and dues collected on the same, up to the latest date, and the area of territory granted to each person, and by whom surveyed, with all correspondence in connection therewith.

On motion of Mr. *Blake*, seconded by Mr. *Laurier*,

Ordered, That there be laid before this House, copies of all correspondence, papers and Departmental action with reference to the claim of *Roderick McLennan* to Section 31, Township 21, Range 27 West, *North-West Territory*.

Mr. *Blake* moved, seconded by Mr. *Laurier*, and the Question being put, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a copy of the contract made by the *Canadian Pacific Railway Company* with a Construction Company called "the *North American Contracting Company*," or by some similar name, for the construction of the *Railway*; a copy of the instrument of Incorporation or Association of the said Construction Company; and a Statement of the names of the Shareholders or associates thereof:—It passed in the Negative.

On motion of Mr. *Laurier*, seconded by Mr. *Blake*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a copy of any representation by either of the Houses of the Legislature of *Quebec*, on the subject of an increase of the Provincial Subsidy.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Cameron (Inverness)*, seconded by Mr. *McDonald (Cape Breton)*,

Ordered, That there be laid before this House, copies of the Geological Reports made by Mr. *Hugh Fletcher*, of the Counties of *Victoria*, *Inverness* and *Richmond*, with the maps accompanying the same.

Mr. *Ross (Middlesex)* moved, seconded by Mr. *Landry*, and the Question being proposed, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence, instructions, Reports and Orders in Council to date, referring to the charges brought against Major *Peters*, No. 2 Troop, 1st Regiment Cavalry, of *London*; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. *Keefer*, seconded by Mr. *Robertson (Shelburne)*,

Ordered, That there be laid before this House, copies of all correspondence, Reports and Petitions in connection with the erection of a Lighthouse at *Westhavers' Point*, entrance of *Hubbard's Cove*, in the County of *Lunenburg*, and all instructions issued to the Commander of the Steamship *Newfield*, or any other officer of the Government in reference to the location of said Lighthouse, under which he acted on the tenth day of June last, and any Report on the same;

Also, a copy of the agreement for the purchase of the land for said Lighthouse entered into on behalf of the Government by *C. E. Kaulbach*, Esquire, M.P., within ten days of the last General Election.

On motion of Mr. *Keefer*, seconded by Mr. *Robertson (Shelburne)*,

Ordered, That there be laid before this House, copies of all Petitions, Reports and correspondence in reference to the claim of *James Dauph  e*, of *Bridgewater*, in the County of *Lunenburg*, for payment of claim for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County.

Ordered, That the Petition of Messrs. *Gooderham* and *Worts*, and others; and the Petition of Messrs. *Wyld*, *Brock*, and *Darling*, and others, all of the City of *Toronto*, presented this day, be now read.

And the said Petitions were read and received; severally praying that no action may be taken during the present Session on the Bill to increase the Harbour accommodation of the City of *Toronto*, to extend the Esplanade, and to provide for the control of the use thereof by Railway Companies, or until all parties interested have had sufficient time to consider the provisions thereof.

Ordered, That the said Petitions be referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Fortin* seconded by Mr. *Grandbois*,

Ordered, That there be laid before this House, a copy of the Petition relative to the trade between *Canada* and the *West Indies*, and *Brazil*, signed by the principal Fish Merchants of the Coast of *Gasp  * and *Bay des Chateaux*, and addressed to the Honourable the Minister of Finance, and a copy of the Letter accompanying the said Petition.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Acts respecting Cruelty to Animals, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McNeill* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

And then The House adjourned till To-morrow.

Tuesday, 24th April, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *Fortin*,—The Petition of the Reverend *Josue Paradis* and others, of the County of *Gaspé*, Province of *Quebec*.

By Mr. *White (Renfrew)*,—The Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited), resident in *Canada*.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Thirteenth Report of the said Committee, which was read, as followeth :—

Your Committee have had under consideration the Bill to authorize the Grand Trunk Railway to extend their traffic arrangement with the North-Shore Railway Company to fifty years from the date thereof, and have agreed to report the same amended.

They have also had under consideration the Bill to increase the Harbour accommodation of the City of *Toronto*, to extend the Esplanade, and to provide for the control of the use thereof by Railway Companies, and have agreed to report that the preamble thereof has not been proven to their satisfaction.

They also beg to recommend that as the time for the reception of Reports of Committees on Private Bills will expire on Thursday next, the same be extended until the following Tuesday, inclusive.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Fourteenth Report of the said Committee, which was read, as followeth :—

Your Committee have considered the Petition of the Canadian *Pacific* Railway Company; praying for the passing of an Act authorizing them to enter into and execute a lease of the Lines of the *Credit Valley* Railway Company,—the *Ontario* and *Quebec* Railway Company,—and the *Atlantic* and North-West Railway Company, and find that no Notice was given, the necessity for the application having arisen too recently to admit of it, and they beg to recommend the suspension of the §1st Rule.

Mr. *Brecken*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Eighth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Bill for granting certain powers to the Canadian Electric Light Company, and have agreed to the same with amendments.

Your Committee also recommend the following Resolution:—That in any Petition for the incorporation of Private Companies, which would be incorporated under the Joint Stock Companies' Act, 1869, there shall be set forth the particular reasons why a special Act of incorporation is required; and also if it is proposed to exempt the Company from the operation of any of the Clauses of the said Act, the promoters of the said Bill shall lay before the Committee, before it passes on the Clauses, the reasons why they desire such exemption, and that the substance of this Rule be published by the Clerk, in conformity with the terms of the 51st Rule.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd April, 1883, completing the Return to the Order of this House, dated 21st February last, calling for copies of all correspondence, &c., with reference to the construction of an addition to the Pier of *St. Jean Port Joli*, County of *L'Islet*, by furnishing the date of the Memorandum closing the said papers. (*Sessional Papers*, No. 46a.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 23rd February, 1883, for copies of all Despatches, Telegrams and Correspondence between the Governments of the United Kingdom and *Canada*; and between the Government of *Canada* and the High Commissioner, touching negotiations for commercial arrangements with *France*, *Spain* or other Countries; and of all Reports of the High Commissioner on the subject. (*Sessional Papers*, No. 89.)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 9th April, 1883, for copies of all correspondence between the Government and the *Lake St. John* Railway Company, in relation to the Subsidy granted to the said Company, and a Statement of all sums paid to the said Company, on account of the said Subsidy, up to this date. (*Sessional Papers*, No. 90.)

On motion of Sir *Hector L. Langevin*, seconded by Sir *Charles Tupper*,
Ordered, That as the time for receiving Reports of Committees on Private Bills expires on Thursday next, the same be extended until the following Tuesday, inclusive, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

Ordered, That the 51st Rule of this House be suspended as regards a Bill respecting the *Canadian Pacific* Railway Company, in accordance with the recommendation of the Select Standing Committee on Standing Orders; and that Mr. *Abbott* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Rykert*,

Resolved, That this House doth concur in the Sixth Report of the Joint Committee of both Houses on the Printing of Parliament.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 19th February, 1883, for copies of all appli-

cations for sales or leases, and all correspondence or Reports touching all leases of Coal Lands in the *North-West*, not already brought down; and a Statement of the payments made under any leases of Coal Lands. (*Sessional Papers, No. 36b.*)

Ordered, That the Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited), resident in *Canada*, presented this day, be now read.

And the said Petition was read and received; praying to be permitted to lay before the House their Petition for the passing of an Act empowering them to change the name of the said Company, notwithstanding the expiration of the time for presenting Petitions for Private Bills.

Ordered, That the said Petition be referred to the Select Standing Committee on Standing Orders.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts, or otherwise;"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Bergeron* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill intituled: "An Act to amend the Act incorporating the *Kingston and Pembroke* Railway Company, and the Act amending the "same," without any amendment.

And also, the Senate have passed the Bill intituled: "An Act to amend the "several Acts incorporating the *Portage, Westbourne* and North-Western Railway Company," and to change the name thereof to the '*Manitoba* and North-Western Railway Company of *Canada*,'" with several Amendments, to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill intituled: "An Act to amend the several Acts incorporating the "*Portage, Westbourne* and North-Western Railway Company,' and to change the "name thereof to the '*Manitoba* and North Western Railway Company of *Canada*,'" and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honors, That this House hath agreed to their Amendments.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting the consolidation and amendment of the Inland Revenue Acts.

(*In the Committee.*)

Resolved, That it is expedient to consolidate the Acts respecting the Inland Revenue and to amend the same as follows:—

To provide that Returns under the Act shall be made monthly, and that stock shall be taken annually.

To provide that the license bonds to be taken for carrying on business subject to Excise shall cover the duty accruing on goods in warehouse, during the currency of the license.

To provide that the security of an approved guarantee company may be accepted by the Department of Inland Revenue, in lieu of other sureties.

To provide better means for obtaining evidence in matters connected with the collection of the Revenue, and for enforcing penalties for infractions of the Law.

To facilitate the use of distillery apparatus used in the manufacture of medicinal, chemical and pharmaceutical preparations.

To make better provision as to the warehousing and ex-warehousing of goods, subject to Excise.

To authorize the establishment of Inland Revenue bonding warehouses by the Governor in Council, and the making of regulations for the use thereof, and for the bottling of spirits in bond.

To make better provision for the protection of the Revenue, in respect of used stamps and stamped packages, of the affixing and cancellation of stamps, brands and labels, and of the taking of raw leaf tobacco, into tobacco and cigar manufactories.

To provide for the granting of a drawback in respect of stamps used in the payment of the duty on certain manufactured tobacco, put up in packages of one pound or less, when entered for duty ex-manufactory.

To provide for the separation of cigar manufacturing from tobacco manufacturing, and for defining certain limits within which licenses for either may be granted.

To establish a minimum rate of production of tobacco and cigars in relation to the quantity of raw material taken for use.

To provide for charging the duty on cigars by the thousand instead of by weight.

To provide for the registration of cigar makers.

To provide for a modification of the methods in which packages of tobacco may be put up for sale and sold.

To provide that the duties of Excise on tobacco and cigars shall be as follows:—

On all manufactured tobacco, the product of foreign raw leaf (except moist snuff), 12 cts. per pound.

On Cigarettes or cut tobacco, the product of foreign raw leaf tobacco, when put up in packages of one-twentieth of a pound or less, 20 cts. per pound.

On moist snuff, 8 cts. per pound.

On manufactured tobacco (including *Canada* twist) the product of raw leaf tobacco grown in *Canada*, exclusively, 2 cts. per pound.

On Cigars manufactured from foreign raw leaf tobacco, 30 cts. per pound until 30th June, 1883; and \$3 per thousand thereafter.

On Cigars manufactured from Canadian raw leaf tobacco, exclusively, 15 cts. per pound until 30th June, 1883, and \$1.50 per thousand thereafter.

All such duties to be charged from and after 1st May, 1883.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Daly* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to consolidate the Acts respecting the Inland Revenue and to amend the same as follows:—

To provide that Returns under the Act shall be made monthly, and that stock shall be taken annually.

To provide that the license bonds to be taken for carrying on business subject to Excise shall cover the duty accruing on goods in warehouse, during the currency of the license.

To provide that the security of an approved guarantee company may be accepted by the Department of Inland Revenue, in lieu of other sureties.

To provide better means for obtaining evidence in matters connected with the collection of the Revenue, and for enforcing penalties for infractions of the Law.

To facilitate the use of distillery apparatus used in the manufacture of medicinal, chemical and pharmaceutical preparations.

To make better provision as to the warehousing and ex-warehousing of goods, subject to Excise.

To authorize the establishment of Inland Revenue bonding warehouses by the Governor in Council, and the making of regulations for the use thereof, and for the bottling of spirits in bond.

To make better provision for the protection of the Revenue, in respect of used stamps and stamped packages, of the affixing and cancellation of stamps, brands and labels, and of the taking of raw leaf tobacco, into tobacco and cigar manufactories.

To provide for the granting of a drawback in respect of stamps used in the payment of a duty on certain manufactured tobacco, put up in packages of one pound or less, when entered for duty ex-manufactory.

To provide for the separation of cigar manufacturing from tobacco manufacturing, and for defining certain limits within which licenses for either may be granted.

To establish a minimum rate of production of tobacco and cigars in relation to the quantity of raw material taken for use.

To provide for charging the duty on Cigars by the thousand instead of by weight.

To provide for the registration of Cigar makers.

To provide for a modification of the methods in which packages of tobacco may be put up for sale and sold.

To provide that the duties of Excise on tobacco and Cigars shall be as follows:—

On all manufactured tobacco, the product of foreign raw leaf (except moist snuff), 12 cts. per pound.

On Cigarettes or cut tobacco, the product of foreign raw leaf tobacco, when put up in packages of one-twentieth of a pound or less, 20 cts. per pound.

On moist snuff, 8 cts. per pound.

On manufactured tobacco (including *Canada* twist) the product of raw leaf tobacco grown in *Canada*, exclusively, 2 cts. per pound.

On Cigars manufactured from foreign raw leaf tobacco, 30 cts. per pound until 30th June, 1883, and \$3 per thousand thereafter.

On Cigars manufactured from Canadian raw leaf tobacco, exclusively, 15 cts. per pound until 30th June, 1883, and \$1.50 per thousand thereafter.

All such duties to be charged from and after 1st May, 1883.

The said Resolution, being read a second time, was agreed to.

Ordered, That Mr. *Costigan* have leave to bring in a Bill to consolidate and amend the several Acts respecting the Inland Revenue.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill, from the Senate, intituled: "An Act to amend An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies, and Trading Corporations;"

The Bill was accordingly read a second time.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

And then The House adjourned till To-morrow.

Wednesday, 25th April. 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *White (Renfrew)*,—The Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited).

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John B. Chalmers* and others, of the County of *Restigouche, New Brunswick*; of *Roderick McLennan* and others, of *Middle River*; and of *Angus McIver* and others, of *Little Narrows, County of Victoria, Nova Scotia*; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the Anglo-American Telegraph Company (Limited); praying that the Bill to incorporate the Canadian Rapid Telegraph Company (Limited) may not become law, unless their interests are protected, and that they may be heard by counsel against any violation of their chartered rights and privileges.

Mr. *Paint*, from the Select Committee appointed to take into consideration and report how Interprovincial Trade may be best promoted, the earnings and enlarged traffic of the Intercolonial Railway be further increased, by products from *Ontario to Quebec East to the Maritime Provinces and Newfoundland*, and by returning freight, presented to the House the Report of the said Committee, which was read. (*Appendix No. 4.*)

Mr. *Hall*, from the Select Standing Committee on Banking and Commerce, presented to the House the Seventh Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the Bill from the Senate, intitled: "An Act to amend the Act to incorporate the North-Western Bank," and have agreed to report the same amended.

Your Committee would also recommend that the Bill to revive and amend certain Acts respecting "The Union Assurance Company of *Canada*," and to change the name of the Company to "The Crown Assurance Company of *Canada*," be withdrawn, and that the Fee and charges paid thereon be re-funded, less the cost of printing and translation.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Fifteenth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited), resident in *Canada*; praying to be permitted to lay before the House their Petition for the passing of an Act empowering them to change the name of the said Company, notwithstanding the expiration of the time for presenting Petitions for Private Bills, and as the reasons assigned for the delay are satisfactory, they recommend that leave be granted therefor.

Ordered, That the Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited), presented this day, be now read.

And the said Petition was read and received; praying for the passing of an Act empowering them to change the name of the said Company to that of "The American, British and Continental Cable Company (Limited)."

On motion of Mr. *Beaty*, seconded by Mr. *Kranz*,

Ordered, That the Bill to revive and amend certain Acts respecting "The Union Assurance Company of *Canada*," and to change the name of the Company to "The Crown Assurance Company of *Canada*," be withdrawn, and that the Fee and charges paid on the Bill be refunded, less the charges for printing and translating, in accordance with the recommendation of the Select Standing Committee on Banking and Commerce.

Ordered, That Sir *Hector L. Langevin* have leave to bring in a Bill further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the *Pacific Coast of Canada* and *Asia*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting the Superannuation of persons employed in the Civil Service of *Canada*.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee.

(In the Committee.)

Resolved, That it is expedient to amend the Acts relating to the Superannuation of persons employed in the Civil Service of *Canada*, by providing that—

(a.) The Governor in Council may grant to any person having served in an established capacity in the Civil Service for ten years or upwards, and having attained the age of sixty years, or being incapacitated by bodily infirmity from properly performing his duties, a superannuation allowance, calculated on his average yearly salary during the then last three years, and not exceeding the following rates, that is to say:—If he has served for ten years, but less than eleven years, an allowance of ten-fiftieths of such average salary, and if for eleven years and under twelve years an annual allowance of eleven-fiftieths thereof, and in like manner a further addition of one-fiftieth of such average salary for each additional year of service up to thirty-five years, when an annual allowance of thirty-five fiftieths may be granted, but no addition shall be made for any service beyond thirty-five years; if the service has not been continuous, the period or periods during which such service has been interrupted shall not be counted, and the Order in Council made in such case shall be laid before Parliament at its then or then next Session.

(b.) The Governor in Council may, in the case of any person who entered the Civil Service after the age of thirty years, as being possessed of some peculiar professional or other qualifications or attainments required for the office to which he was appointed, and not ordinarily to be acquired in the public service, add to the actual number of years service of such person, such further number not exceeding ten, as may be considered equitable, for reasons stated in the Order of Council made in the case; and such additional number of years shall be taken as part of term of service on which the superannuation allowance of such person shall be computed, the Order in Council in any such case being laid before Parliament, at its then or then next Session.

(c.) Towards making good the superannuation allowances hereinbefore mentioned, an abatement shall be made from the salary of each person in the Civil Service to whom this Act applies, at the rate of two per centum per annum on such salary, if it be six hundred dollars or upwards, and of one and a quarter per centum per annum thereon, if it be less than six hundred dollars, and the sum so deducted shall form part of the Consolidated Revenue Fund, but such abatement shall be made only during the first thirty-five years of service.

(d.) The full superannuation allowance as aforesaid shall only be granted to persons who have been subject to the said abatement during ten years or upwards; the superannuation allowance of any person who has not paid it, or has paid it for a less period, being subject to a diminution of one per centum for every year less than ten during which he has not paid it, except that the superannuation allowance of any person hereafter retiring, shall not be subject to any such diminution by reason of his not having paid the abatement hereinbefore mentioned, during any year or years after his first thirty-five years of service.

(e.) Retirement shall be compulsory on any person to whom the superannuation allowance hereinbefore mentioned shall be offered, and such offer shall not be considered as implying any censure upon the person to whom it is made; nor shall any person be considered as having any absolute right to such allowance, but it shall be granted only in consideration of good and faithful service during the time upon which it is calculated, and nothing herein contained shall be understood as impairing or affecting the right of the Governor to dismiss or remove any person from the Civil Service.

(f.) If the Head of a Department reports with respect to any person employed in his Department, and about to be superannuated, from any cause other than that of ill-health or age, that the service of such person has not been satisfactory, the Governor in Council may grant such person a superannuation allowance being less than that to which he would otherwise have been entitled, as to him may seem fit.

(g.) If any person to whom this Act applies, is constrained from any infirmity of mind or body to quit the Civil Service before the period at which a superannuation allowance might be granted him, the Governor in Council may allow him a gratuity not exceeding one month's pay for each year of his service; and if any such person is so constrained to quit the service before such period, by reason of severe bodily injury received without his own fault in the discharge of his public duty, the Governor in Council may allow him a gratuity not exceeding three months' pay for every two years' service, or a superannuation allowance not exceeding one-fifth of his average salary during the then last three years.

(h.) If any person to whom this Act applies is removed from office in consequence of the abolition thereof, in order to the improvement of the organization of the Department to which he belongs, or is removed or retired from office to promote efficiency or economy in the Civil Service, the Governor in Council may grant him such gratuity or superannuation allowance as will fairly compensate him for his loss of office, not exceeding such as he would have been entitled to if he had retired in consequence of permanent infirmity of body or mind, after adding ten years to his actual term of service.

(i.) The allowances and gratuities granted under this Act, shall be payable out of the Consolidated Revenue Fund of *Canada*.

(k.) All superannuation allowances fixed and granted under the Acts hereby repealed are confirmed.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, The Committee had come to a Resolution.

Ordered, That the Report be received To-morrow.

Mr. *Blanchet* moved, seconded by Mr. *Hall*, and the Question being proposed, That this House doth concur in the First Report of the Select Standing Committee on Privileges and Elections;

Mr. *Weldon* moved, in amendment, seconded by Mr. *Yeo*, That all the words after "That," to the end of the Question, be left out, and the words, "in view of the provisions of 'The Dominion Elections Act, 1874,' and the duties of the Returning Officer, as therein defined, and also in view of the fact elicited from the evidence produced before the Select Standing Committee on Privileges and Elections, now before the House,—it was the duty of the Returning Officer at the last Election for the Electoral District of *King's County, Prince Edward Island*, to declare and return *James Edwin Robertson*, as one of the Members elected at the said Election," inserted instead thereof;

And a Debate arising thereupon;

And it being Six o'Clock, P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The Order of the Day being read, for the House in Committee on the Bill, from the Senate, intituled. "An Act respecting the Northern Railway Company of *Canada*;"

Ordered, That the said Order be discharged.

Ordered, That the Bill be referred back to the Select Standing Committee on Railways, Canals and Telegraph Lines for further consideration.

The House, according to Order, resolved itself into a Committee on the Bill to authorize the Grand Trunk Railway Company of *Canada* to extend their traffic arrangements with the North Shore Railway Company to fifty years from the date thereof, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time on Monday next.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate the Dominion Phosphate and *Mining Company*," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate have passed the Bill intituled: "An Act to continue an Act to incorporate sundry persons by the name of the President, Directors and Company of the *Farmers' Bank of Rustico*," with several Amendments, to which they desire the concurrence of this House.

The House then resumed the Debate on the Amendment proposed to be made to the Question, That this House doth concur in the First Report of the Select Standing Committee on Privileges and Elections.

And the Question on the Amendment being again proposed;

Mr. *Cameron (Huron)* moved, in amendment to the said proposed Amendment, seconded by Mr. *Scriver*, That the words, "in view of the provisions of 'The Dominion

“ Elections Act, 1874,’ and the duties of the Returning Officer, as therein defined, and also in view of the fact elicited from the evidence produced before the Select Standing Committee on Privileges and Elections, now before the House,—it was the duty of the Returning Officer at the last Election for the Electoral District of King’s County, Prince Edward Island, to declare and return *James Edwin Robertson*, as one of the Members elected at the said Election,” be left out, and the words “ a difference of opinion exists in the Select Standing Committee of Privileges and Elections, and exists also in this House, as to the effect of the provisions of the Statutes bearing on the Election for *King’s County*, in the Island of *Prince Edward*.”

“ That the spirit of recent legislation has been to refer questions affecting Elections to the Judgment of the Courts.

“ That the Supreme Court is the Court of last resort in Election cases,—that the Supreme Court Act provides that any matter whatever may be referred to the Supreme Court for hearing and consideration by the Governor in Council, and that the Court shall thereupon hear and consider the same, and certify their opinion thereon.

“ That, in the opinion of this House, it is desirable that before a decision is reached by this House on the subject, steps should be taken to obtain the opinion of the Supreme Court on the questions, whether under the Law regulating the holding the Election, *James E. Robertson* was, on the 13th June, 1882, disqualified to be elected a Member of the House of Commons for the Electoral District of King’s County, *P.E.I.*; and 2nd, whether under the Law the said *James E. Robertson*, or the said *Augustine C. McDonald* should have been declared elected and returned as Member for the said Electoral District in the present Parliament by the Returning Officer, or whether the said Election was null and void”, inserted instead thereof;

And the House having continued to sit till after Twelve of the Clock on Thursday morning;

THURSDAY, 26TH APRIL, 1883.

And the Question being put on the Amendment to the said proposed Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Allen,</i>	<i>Cockburn,</i>	<i>King,</i>	<i>Rinfret,</i>
<i>Armstrong,</i>	<i>Cook,</i>	<i>Kirk,</i>	<i>Robertson (Shelburne),</i>
<i>Auger,</i>	<i>Davies,</i>	<i>Landerkin,</i>	<i>Ross (Middlesex),</i>
<i>Bain,</i>	<i>De St. Georges,</i>	<i>Laurier,</i>	<i>Scriver,</i>
<i>Béchar,</i>	<i>Fairbank,</i>	<i>Lister,</i>	<i>Somerville (Brant),</i>
<i>Bernier,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Somerville (Bruce),</i>
<i>Blake,</i>	<i>Forbes,</i>	<i>McMillan (Huron),</i>	<i>Springer,</i>
<i>Bourassa,</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Sutherland (Oxford),</i>
<i>Burpee (St. John),</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Sutherland (Sellark),</i>
<i>Burpee (Sunbury),</i>	<i>Gunn,</i>	<i>McIsaac,</i>	<i>Thompson,</i>
<i>Cameron (Huron),</i>	<i>Harley,</i>	<i>McMullen,</i>	<i>Trow,</i>
<i>Campbell (Renfrew),</i>	<i>Holton,</i>	<i>Mulock,</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Innes,</i>	<i>Paterson (Brant),</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Pickard,</i>	<i>Wheler,</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Platt,</i>	<i>Wilson, and</i>
<i>Charlton,</i>	<i>Keefer,</i>	<i>Ray,</i>	<i>Yeo.—64.</i>

NAYS:

Messieurs

Abbott,	Costigan,	Hall,	Ouimet,
Allison,	Coughlin,	Hawkins,	Paint,
Amyot,	Coursol,	Hay,	Pinsonneault,
Baker (Missisquoi),	Curran,	Hesson,	Pope,
Baker (Victoria),	Cuthbert,	Hickey,	Reid,
Barnard,	Daly,	Homer,	Richey,
Beaty,	Dawson,	Jamieson,	Royal,
Bell,	De Beaujeau,	Kilvert,	Rykert,
Benoit,	Desaulniers,	Kinney,	Scott,
Benson,	Desjardins,	Kranz,	Shakespeare,
Bergeron,	Dickinson,	Labrosse,	Small,
Bergin,	Dodd,	Landry,	Smyth,
Billy,	Dundas,	Langevin,	Sproule,
Blanchet,	Dupont,	Macdonald (Sir John),	Tassé,
Blondeau,	Ferguson (L's & Gren)	McDonald (C. Breton)	Taylor,
Bossé,	Ferguson (Welland),	Mackintosh,	Tilley,
Bourbeau,	Fréchette,	Macmaster,	Tupper (Pictou),
Bowell,	Gagné,	Macmillan (Milesex),	Tyrwhitt,
Brecken,	Gigault,	McMillan (Vaudreuil)	Valin,
Bryson,	Girouard (J. Cartier),	McCallum,	Vanasse,
Burns,	Girouard (Kent),	McDougald,	Wallace (Albert),
Cameron (Inverness),	Gordon,	Massue,	Wallace (York),
Cameron (Victoria),	Grandbois,	Méthot,	White (Cardwell),
Carling,	Guilbault,	Moffat,	Williams,
Cimon,	Guillet,	Montplaisir,	Wood (Brockville),
Cochrane,	Hackett,	O'Brien,	Wood (West'ld), and
Colby,	Haggart,	Orton,	Wright.—108.

So it passed in the Negative.

And the Question being put on the Amendment to the Original Question; the House divided as in the last preceding division.

So it passed in the Negative.

And the Question being again proposed, That this House doth concur in the First Report of the Select Standing Committee on Privileges and Elections;

Mr. *Davies* moved, in amendment, seconded by Mr. *Yeo*, That all the words after "That," to the end of the Question, be left out, and the words, "the House having declined to decide that *James E. Robertson* should have been returned by the Returning Officer, it is proper that the election of the second Member for the Electoral District of *King's County*, in the Island of *Prince Edward*, be declared void, "and a new writ be issued," inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

Allen,	Cook,	Kirk,	Rinfret,
Armstrong,	Davies,	Landerkin,	Robertson (Shelburne),
Auger,	De St. Georges,	Laurier,	Ross (Middlesex),
Bain,	Fairbank,	Lister,	Scrivier,
Bécharde,	Fleming,	Livingstone,	Somerville (Brant),
Bernier,	Forbes,	McMillan (Huron),	Somerville (Bruce),

<i>Blake,</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Springer,</i>
<i>Bourassa,</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Sutherland (Oxford),</i>
<i>Burpee (St. John),</i>	<i>Girouard (J. Cartier)</i>	<i>McIsaac,</i>	<i>Sutherland (Selkirk),</i>
<i>Burpee (Sunbury),</i>	<i>Gunn,</i>	<i>McMullen,</i>	<i>Thompson,</i>
<i>Cameron (Huron),</i>	<i>Harley,</i>	<i>Mulock,</i>	<i>Trow,</i>
<i>Campbell (Renfrew),</i>	<i>Holton,</i>	<i>Paterson, (Brant),</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Innes,</i>	<i>Patterson (Essex),</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Pickard,</i>	<i>Wheler,</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Platt,</i>	<i>Wilson, and</i>
<i>Charlton,</i>	<i>Keebler,</i>	<i>Ray,</i>	<i>Yeo.—66.</i>
<i>Cockburn,</i>	<i>King,</i>		

NAYS :

Messieurs

<i>Abbott,</i>	<i>Costigan,</i>	<i>Hawkins,</i>	<i>Paint,</i>
<i>Allison,</i>	<i>Coughlin,</i>	<i>Hay,</i>	<i>Pinsonneault,</i>
<i>Amyot,</i>	<i>Coursol,</i>	<i>Hesson,</i>	<i>Pope,</i>
<i>Baker (Missisquoi),</i>	<i>Curran,</i>	<i>Hickey,</i>	<i>Reid,</i>
<i>Baker (Victoria),</i>	<i>Cuthbert,</i>	<i>Homer,</i>	<i>Richey,</i>
<i>Barnard,</i>	<i>Daly,</i>	<i>Jamieson,</i>	<i>Royal,</i>
<i>Beaty,</i>	<i>Dawson,</i>	<i>Kilvert,</i>	<i>Rykert,</i>
<i>Bell,</i>	<i>DeBeaujeu,</i>	<i>Kinney,</i>	<i>Scott,</i>
<i>Benoit,</i>	<i>Desaulniers,</i>	<i>Kranz,</i>	<i>Shakespeare,</i>
<i>Benson,</i>	<i>Desjardins,</i>	<i>Labrosse,</i>	<i>Small,</i>
<i>Bergeron,</i>	<i>Dickinson,</i>	<i>Landry,</i>	<i>Smyth,</i>
<i>Bergin,</i>	<i>Dodd,</i>	<i>Langevin,</i>	<i>Sproule,</i>
<i>Billy,</i>	<i>Dundas,</i>	<i>Macdonald (Sir John),</i>	<i>Tassé,</i>
<i>Blanchet,</i>	<i>Dupont,</i>	<i>McDonald (C. Breton),</i>	<i>Taylor,</i>
<i>Blondeau,</i>	<i>Ferguson (L'ds&Gren)</i>	<i>Mackintosh,</i>	<i>Tilley,</i>
<i>Bossé,</i>	<i>Ferguson (Welland),</i>	<i>Macmaster,</i>	<i>Tupper (Pictou),</i>
<i>Bourbeau,</i>	<i>Fréchette,</i>	<i>Macmillan (Mi'lesex),</i>	<i>Tyrwhitt,</i>
<i>Bowell,</i>	<i>Gagné,</i>	<i>McMillan (Vaudreuil)</i>	<i>Valin,</i>
<i>Brecken,</i>	<i>Gigault,</i>	<i>McCallum,</i>	<i>Vanasse,</i>
<i>Byrson,</i>	<i>Girouard (Kent),</i>	<i>McDougald,</i>	<i>Wallace, (Albert),</i>
<i>Burns,</i>	<i>Gordon,</i>	<i>Massue,</i>	<i>Wallace (York),</i>
<i>Cameron (Inverness),</i>	<i>Grandbois,</i>	<i>Méhot,</i>	<i>White (Cardwell),</i>
<i>Cameron (Victoria),</i>	<i>Guilbault,</i>	<i>Moffat,</i>	<i>White (Hastings),</i>
<i>Carling,</i>	<i>Guillet,</i>	<i>Montplaisir,</i>	<i>Williams,</i>
<i>Simon,</i>	<i>Hackett,</i>	<i>O'Brien,</i>	<i>Wood (Brockville),</i>
<i>Cochrane,</i>	<i>Haggart,</i>	<i>Orton,</i>	<i>Wood (West'ld), and</i>
<i>Colby,</i>	<i>Hall,</i>	<i>Ouimet,</i>	<i>Wright.—108.</i>

So it passed in the Negative.

Then the Main Question being put, That this House doth concur in the First Report of the Select Standing Committee on Privileges and Elections; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Abbott,</i>	<i>Costigan,</i>	<i>Hawkins,</i>	<i>Pinsonneault,</i>
<i>Allison,</i>	<i>Coughlin,</i>	<i>Hay,</i>	<i>Pope,</i>
<i>Amyot,</i>	<i>Coursol,</i>	<i>Hesson,</i>	<i>Reid,</i>
<i>Baker (Missisquoi),</i>	<i>Curran,</i>	<i>Hickey,</i>	<i>Richey,</i>

<i>Baker (Victoria),</i>	<i>Cuthbert,</i>	<i>Homer,</i>	<i>Royal,</i>
<i>Barnard,</i>	<i>Daly,</i>	<i>Jamieson,</i>	<i>Rykert,</i>
<i>Beaty,</i>	<i>Dawson,</i>	<i>Kilvert,</i>	<i>Scott,</i>
<i>Bell,</i>	<i>De Beaujeu,</i>	<i>Kinney,</i>	<i>Shakespeare,</i>
<i>Benoit,</i>	<i>Desaulniers,</i>	<i>Kranz,</i>	<i>Small,</i>
<i>Benson,</i>	<i>Desjardins,</i>	<i>Labrosse,</i>	<i>Smyth,</i>
<i>Bergeron,</i>	<i>Dickinson,</i>	<i>Landry,</i>	<i>Sproule,</i>
<i>Bergin,</i>	<i>Dodd,</i>	<i>Langevin,</i>	<i>Tassé,</i>
<i>Billy,</i>	<i>Dundas,</i>	<i>Macdonald (Sir John),</i>	<i>Taylor,</i>
<i>Blanchet,</i>	<i>Dupont,</i>	<i>McDonald (C. Breton)</i>	<i>Tilley,</i>
<i>Blondeau,</i>	<i>Ferguson (L'ds&Gren)</i>	<i>Mackintosh,</i>	<i>Tupper (Pictou),</i>
<i>Bossé,</i>	<i>Ferguson (Welland),</i>	<i>Macmaster,</i>	<i>Tyrwhitt,</i>
<i>Bourbeau,</i>	<i>Fréchette,</i>	<i>Macmillan (M'lesex),</i>	<i>Valin,</i>
<i>Bowell,</i>	<i>Gagné,</i>	<i>McMillan (Vaudreuil)</i>	<i>Vanasse,</i>
<i>Brecken,</i>	<i>Gigault,</i>	<i>McCallum,</i>	<i>Wallace (Albert),</i>
<i>Bryson,</i>	<i>Girouard (Kent),</i>	<i>McDougald,</i>	<i>Wallace (York),</i>
<i>Burns,</i>	<i>Gordon,</i>	<i>Massue,</i>	<i>White (Cardwell),</i>
<i>Cameron (Inverness),</i>	<i>Grandbois,</i>	<i>Méhot,</i>	<i>White (Hastings),</i>
<i>Cameron (Victoria),</i>	<i>Guilbault,</i>	<i>Moffat,</i>	<i>Williams,</i>
<i>Carling,</i>	<i>Guillet,</i>	<i>Montplaisir,</i>	<i>Wood (Brockville),</i>
<i>Cimon,</i>	<i>Hackett,</i>	<i>O'Brien,</i>	<i>Wood (Westm'ld), and</i>
<i>Cochrane,</i>	<i>Haggart,</i>	<i>Orton,</i>	<i>Wright—107.</i>
<i>Colby,</i>	<i>Hall,</i>	<i>Paint,</i>	

NAYS :

Messieurs

<i>Allen,</i>	<i>Cook,</i>	<i>Kirk,</i>	<i>Rinfret,</i>
<i>Armstrong,</i>	<i>Davies,</i>	<i>Landerkin,</i>	<i>Robertson (Shelburne),</i>
<i>Auger,</i>	<i>De St. Georges,</i>	<i>Laurier,</i>	<i>Ross (Middlesex),</i>
<i>Bain,</i>	<i>Fairbank,</i>	<i>Lister,</i>	<i>Scriver,</i>
<i>Bécharde,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Somerville (Brant),</i>
<i>Bernier,</i>	<i>Forbes,</i>	<i>McMillan (Huron),</i>	<i>Somerville (Bruce),</i>
<i>Blake,</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Springer,</i>
<i>Bourassa,</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Sutherland (Oxford),</i>
<i>Burpee (St. John),</i>	<i>Girouard (J. Cartier),</i>	<i>McIsaac,</i>	<i>Sutherland (Selkirk),</i>
<i>Burpee (Sunbury),</i>	<i>Gunn,</i>	<i>McMullen,</i>	<i>Thompson,</i>
<i>Cameron (Huron),</i>	<i>Harley,</i>	<i>Mulock,</i>	<i>Trow,</i>
<i>Campbell (Renfrew),</i>	<i>Holton,</i>	<i>Paterson (Brant),</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Innes,</i>	<i>Patterson (Essex),</i>	<i>Weldon,</i>
<i>Casgrain,</i>	<i>Irvine,</i>	<i>Pickard,</i>	<i>Wheler,</i>
<i>Catudal,</i>	<i>Jackson,</i>	<i>Platt,</i>	<i>Wilson, and</i>
<i>Charlton,</i>	<i>Keefer,</i>	<i>Ray,</i>	<i>Yeo.—66.</i>
<i>Cockburn,</i>	<i>King,</i>		

So it was resolved in the Affirmative.

Mr. *Blanchet* moved, seconded by Mr. *Hall*, and the Question being put, That the Clerk of the Crown in Chancery do attend this House forthwith, with the Return for the Electoral District of *King's County*, in the Island of *Prince Edward*, and amend the same by erasing the name of *James E. Robertson*, Esquire; the House divided as in the last preceding division.

So it was resolved in the Affirmative.

Ordered, That the Clerk of the Crown in Chancery do attend this House forthwith, with the Return for the Electoral District of *King's County*, in the Island of *Prince Edward*, and amend the same by erasing the name of *James E. Robertson*, Esquire.

The Clerk of the Crown in Chancery attended, in obedience to the Order of the House, and amended the said Return accordingly.

Sir *John A. Macdonald* moved, seconded by Sir *Leonard Tilley*, and the Question being put, That the said Return be further amended by striking out all the words in the same after the words: "I further certify that," and inserting the words following: "*Augustine Colin McDonald, of Montague Bridge, in King's County, Merchant, is also elected for the said Electoral District, as having had the next highest number of votes lawfully given at such Election;*" the House divided as in the last preceding division.

So it was resolved in the Affirmative.

The Clerk of the Crown in Chancery accordingly further amended the said Return.

And then The House, having continued to sit till twenty minutes before Two of the Clock on Thursday morning, adjourned till this day.

Thursday 26th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Hackett*,—The Petition of *D. Rogers* and others, of the Town of *Summerside*, County of *Prince, Prince Edward Island*.

Pursuant to the Order of the Day, the following Petition was read and received:—

Of the Reverend *Josué Paradis* and others, of the County of *Gaspé*, Province of *Quebec*; praying for the adoption of such measures as will secure the construction of a Harbour at the entrance of *Grand Pabos River*.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Fourteenth Report of the said Committee, which was read, as followeth:—

Your Committee have had under consideration the Bill respecting the Canadian *Pacific Railway Company*, and have agreed to report the same with amendments.

Mr. *Beaty*, from the Select Standing Committee on Standing Orders, presented to the House the Sixteenth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Petition of the Provisional Directors of the European, American, Canadian and Asiatic Cable Company (Limited); praying for the passing of an Act empowering them to change the name of the said Company to that of "The American, British and Continental Cable Company (Limited)," and find that no Notice was given, however, as the matter is one of great public utility, they recommend the suspension of the 51st Rule.

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th April, 1883, for a Return of the names and respec-

tive amounts of Customs duties refunded at the Port of *Toronto* for the last fiscal year, and the articles or commodities upon which the duties were collected and refunded. (*Sessional Papers, No. 91.*)

Also, Return to an Order of this House, dated 23rd February, 1883, for a Return shewing the Imports and Exports from 1st of July, 1882, to 1st January, 1883, giving quantities and descriptions similar to that usually published in the *Gazette* (monthly imports), and the countries from which imported, and to which exported. (*Sessional Papers, No. 92.*)

Also, Return to an Order of this House, dated 16th April, 1883, for a Statement of duty paid by the Canadian *Pacific* Railway Company on articles imported by them, from the date of their contract with the Government until the 28th February, 1883, specifying the Ports of Entry of such goods and the amount paid at each Port. (*Sessional Papers, No. 27m.*)

And also, Return to an Order of this House, dated 27th February, 1882, for a Return shewing the number of Vessels with their tonnage, nationality, and port of entry, in which Sugar, Syrup and Molasses were imported into this Country during the fiscal year ending 30th June, 1881; the quantity of Sugar above 14 D.S., and the quantity of a lower grade by each vessel or steamship; also a like Return from 1st July, 1881, to 1st January, 1882. (*Sessional Papers, No. 58b.*)

Mr. *Pope*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 23rd April, 1883, for copies of all correspondence of recent date between the Government of the Dominion and the Government of *British Columbia*, and all Orders in Council on the subject of Immigration into that Province. (*Sessional Papers, No. 93.*)

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to define certain Offences against Persons employed in Factories.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Ordered, That the 51st Rule of this House be suspended as regards a Bill to amend the Act incorporating the European, American, Canadian and Asiatic Cable Company (Limited), and to change the name thereof to "The American, British and "Continental Cable Company (Limited)," in accordance with the recommendation of the Select Standing Committee on Standing Orders; and that Mr. *Colby* have leave to bring in the said Bill.

He accordingly presented the said Bill to the House; and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act further to amend an Act" intituled: "An Act relating to Banks and Banking," and the several Acts amending "the same," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The Order of the Day being read for the second reading of the Bill further to amend "The General Inspection Act, 1874;"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair, and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resumed the adjourned Debate on the Amendment which was, on Thursday the 19th day of April, instant, proposed to be made to the Question, That the Bill (to consolidate and amend the the Laws affecting the Militia of *Canada*, as amended in the Committee of the Whole House), be now taken into consideration; and which Amendment was, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same, by inserting the words:—'but nothing in the said Regulations and Orders, so far as they relate to the establishment of Canteens, shall render lawful the sale of beer or malt liquors of any kind whatsoever,' after the word 'Army' in line 2, Section 64," inserted instead thereof.

And the Question on the Amendment being again proposed:—The said proposed Amendment was, with leave of the House, withdrawn.

Then the main Question being put;

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Mr. *Caron* moved, seconded by Mr. *Costigan*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Ross* (*Middlesex*) moved, in amendment, seconded by Mr. *Charlton*, That all the words after "That," to the end of the Question, be left out, and the words "by clause 21 of the said Bill, it is proposed to authorize the enlistment for continuous service, in addition to the existing Batteries "A" and "B," of a third Battery of Artillery, a Troop of Cavalry, and three Companies of Infantry, which will involve an increased permanent charge upon the Revenue of over \$200,000, in connection with the Militia,—That, in the opinion of this House, if any increase in the charge for the Militia is to be made, the efficiency of the Force and the public good would be promoted by the making of better provision for the training of the Active Militia, than by the proposed enlistment of a Battery of Artillery, a Troop of Cavalry, and three Companies of Infantry,—and that the said Bill be re-committed to a Committee of the Whole House for the purpose of amending the same by "omitting the provisions for the said proposed enlistment," inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Allen</i> ,	<i>Cockburn</i> ,	<i>Keefler</i> ,	<i>Rinfret</i> ,
<i>Armstrong</i> ,	<i>Davies</i> ,	<i>King</i> ,	<i>Robertson</i> (<i>Shelburne</i>),
<i>Auger</i> ,	<i>De St. Georges</i> ,	<i>Kirk</i> ,	<i>Ross</i> (<i>Middlesex</i>),
<i>Bain</i> ,	<i>Fairbank</i> ,	<i>Landerkin</i> ,	<i>Somerville</i> (<i>Brant</i>),
<i>Béchar</i> ,	<i>Fisher</i> ,	<i>Laurier</i> ,	<i>Somerville</i> (<i>Bruce</i>),
<i>Bernier</i> ,	<i>Fleming</i> ,	<i>Lister</i> ,	<i>Springer</i> ,
<i>Blake</i> ,	<i>Forbes</i> ,	<i>McMillan</i> (<i>Huron</i>),	<i>Sutherland</i> (<i>Oxford</i>),
<i>Bourassa</i> ,	<i>Geoffrion</i> ,	<i>McCraney</i> ,	<i>Thompson</i> ,
<i>Burpee</i> (<i>St. John</i>),	<i>Gillmor</i> ,	<i>McIntyre</i> ,	<i>Trow</i> ,
<i>Burpee</i> (<i>Sunbury</i>),	<i>Gunn</i> ,	<i>McIsaac</i> ,	<i>Vail</i> ,
<i>Cameron</i> (<i>Huron</i>),	<i>Harley</i> ,	<i>McMullen</i> ,	<i>Watson</i> ,

Campbell (Renfrew), Holton,
Casey, Innes,
Catudal, Irvine,
Charlton, Jackson,

Mulock,
Paterson (Brant),
Pickard,
Platt,

Weldon,
Wells,
Wilson, and
Yeo.—60.

NAYS :

Messieurs

Abbott,	Coughlin,	Hall,	Paint,
Allison,	Coursol,	Hawkins,	Patterson (Essex),
Amyot,	Curran,	Hay,	Pinsonneault,
Baker (Missisquoi),	Cuthbert,	Hesson,	Pope,
Baker (Victoria),	Daly,	Hickey,	Ray,
Barnard,	Daoust,	Homer,	Reid,
Beaty,	Dawson,	Hurteau,	Richey,
Bell,	De Beaujeu,	Jamieson,	Royal,
Benoit,	Desaulniers,	Kilvert,	Rykert,
Benson,	Desjardins,	Kinney,	Scott,
Bergeron,	Dickinson,	Kranz,	Shakespeare,
Bergin,	Dodd,	Labrosse,	Small,
Billy,	Dundas,	Landry,	Smyth,
Blanchet,	Dupont,	Langevin,	Tassé,
Blondeau,	Farrow,	Lesage,	Taylor,
Bossé,	Ferguson (L's&Gren),	Macdonald (Kings),	Tilley,
Bourbeau,	Ferguson (Welland),	Macdonald (Sir John),	Tupper (Pictou),
Bowell,	Fortin,	McDonald (C. Breton),	Tyrwhitt,
Brecken,	Fréchette,	Macmillan (Mid'sex),	Valin,
Bryson,	Gagné,	McMillan (Vaudreuil),	Vanasse,
Burns,	Gigault,	McCallum,	Wallace (Albert),
Cameron (Inverness),	Girouard (J. Cartier),	McDougald,	Wallace (York),
Campbell (Victoria),	Girouard (Kent),	McGreevy,	White (Cardwell),
Carling,	Gordon,	Massue,	White (Hastings),
Caron,	Grandbois,	Moffat,	Williams,
Casgrain,	Guilbault,	Montplaisir,	Wood (Brockville),
Cimon,	Hackett,	O'Brien,	Wood (West'land), and
Colby,	Haggart,	Orton,	Wright.—113.
Costigan,			

So it passed in the Negative.

Then the Main Question being put ;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass, and that the Title be : " An Act consolidating and amending the several Acts relating to the Militia and Defence of the Dominion of Canada."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth :—

The Senate have passed the following Bills, without any amendment :—

Bill intituled : " An Act to amend the Acts relating to the Great Western and Lake Ontario Shore Junction Railway Company."

Bill intituled : " An Act to incorporate the Davis and Lawrence Company."

Bill intituled : " An Act to grant certain powers to the Acadia Powder Company."

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding Twenty thousand two hundred and sixty dollars be granted to Her Majesty, to defray expenses in connection with salaries of Officers and Contingencies of Library, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to defray expenses in connection with printing, binding and distributing the Laws, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Two thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with salary of the Clerk of the Crown in Chancery, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Twelve hundred dollars be granted to Her Majesty, to defray expenses in connection with Contingencies of the Clerk of the Crown in Chancery, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with miscellaneous Printing, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the purchase of Law books required by the Supreme Court, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to defray expenses in connection with binding, newspapers, &c., for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in procuring, collecting and taking care of Archives, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Eight thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Patent Record, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with preparation of Criminal Statistics, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Forty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with Census (Revote \$20,000), for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with Dominion Exhibition, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with Health Statistics, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with collecting and compiling Agricultural, Industrial and other Statistics in *Manitoba* and the *North-West Territories*; and also for collecting and compiling such Statistics elsewhere, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Five hundred and eighteen thousand seven hundred and twenty-one dollars be granted to Her Majesty, to defray expenses in connection with Salaries of Immigration Agents and Employés, viz.: Agent, *Quebec*, \$1,650; Assistant Agent, *Quebec*, \$1,050; Clerk, *Quebec*, \$1,000; Norwegian Interpreter, \$630; Messenger, \$200; Agent, *Montreal*, \$1,250; Agent, *Ottawa*, \$1,250; Agent, *Kingston*, \$1,250; Agent, *Toronto*, \$1,600; Agent, *Hamilton*, \$1,200; Agent, *London, Ontario*, \$1,000; Agent, *Halifax*, \$1,000; Agent, *St. John*, \$1,000; Agent, *Manitoba*, \$2,400; Agent, *Brandon*, \$1,400; Agent, *Qu'Appelle*, \$1,400; Agent, *North*

West Territory, \$1,400; Agent, *Prince Arthur's Landing*, \$1,000; Salaries in *London (England)* Office, \$6,241; Salaries of Agents in *Europe*, \$7,200; Contingencies of Canadian and other agencies (not European), \$24,000; Travelling expenses of Agents in *Europe*, \$7,000; Towards assisting Immigration and Immigration expenses, \$450,000; For Interpreter's Salary, *Winnipeg*, \$800; For Interpreter's Salary, *Brandon*, \$800; Aid to *Montreal Women's Protection Immigration Society*, \$1,000, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Fifty-one thousand seven hundred and sixty-six dollars be granted to Her Majesty, to defray expenses in connection with Quarantine: Medical Inspection, *Quebec*, \$1,600; Quarantine, *Grosse Isle*, \$9,566; Quarantine, *St. John, N.B.*, \$2,600; Quarantine, *Pictou, N.S.*, \$800; Quarantine, *Halifax, N.S.*, \$3,400; Quarantine, *Charlottetown, P.E.I.*, \$1,000; Quarantine, *Victoria, B.C.*, \$2,000; Quarantine, *Vancouver Island, B.C.*, \$1,700; *Tracadie Lazaretto*, \$3,100; To meet expenses of precautionary measures for Public Health: Public Health, \$5,000; Cattle Quarantine, *Levis*, \$5,000; Cattle Quarantine, *West*, \$3,000; Cattle Quarantine, *Halifax*, \$5,000; *Pictou Cattle disease*, \$8,000, (Revote), for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Eighty dollars be granted to Her Majesty, to defray Pension granted to *John Bright*, Messenger, House of Assembly, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Four thousand nine hundred and fifteen dollars be granted to Her Majesty, to defray expenses in connection with new Militia Pensions: *Mrs. Caroline McEachern* and two children, \$184; *Janet Anderson*, \$110; *Margaret McKenzie*, \$80; *Mary Ann Richey* and one child, \$288; *Mary Morrison*, \$80; *Louise Prud'homme*, \$110; *Virginie Charron* and one child, \$120; *Paul M. Robins*, \$146; *Charles T. Bell*, \$73; *Alex. Oliphant*, \$109.50; *Charles Lugsden*, \$91.25; *Thomas Charters*, \$91.25; *Charles T. Robertson*, \$110; *Percy G. Routh*, \$400; *Richard S. King*, \$400; *George A. McKenzie*, \$73; *Edwin Hilder*, \$146; *Fergus Schofield*, \$73; *John Bradley*, \$109.50; *James Bryan*, \$109.50; *Ensign W. Fahey*, \$200; *Mary Hodgins* and three children, \$191; *John Martin*, 110; *Mrs. J. Thorburn*, \$150; *Mrs. P. T. Worthington* and one child, \$314; *Mrs. J. H. Elliott* and one child, \$120; *Ellen Kirkpatrick* and two children, \$226; *Mrs. George Prentice* and three children, \$352; *Mary Hannah Tempest* and child, \$298; *T. Robinson*, \$50, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with amount required for Pensions to Veterans of War of 1812, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Five thousand one hundred and twenty dollars be granted to Her Majesty, to defray expenses in connection with compensation to Pensioners, in lieu of land, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Nineteen thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with Salaries, Military Branch and District Staff, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Seventeen thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Brigade-Majors, Salaries, Transport Expenses, &c., for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding One hundred and thirty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Ammunition, including Artillery Ammunition and manufacture of Small Arms' Ammunition at the Cartridge Factory at *Quebec*, \$25,000; Clothing, \$60,000; Military Stores, \$50,000, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Fifty-two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Public Armouries and care of arms, including pay to Storekeepers, Caretakers, Storemen and Armourers, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Two hundred and ninety thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Allowances for Drill Instruction, \$40,000; Drill pay and other incidental expenses connected with the Drill and training of the Militia, \$250,000, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Thirty-eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Contingencies and general service not otherwise provided for, including grants to Artillery and Rifle Associations and Bands of efficient Corps, for the year ending 30th June, 1884.

27. *Resolved*. That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with Government Grant to the Dominion of Canada Rifle Association, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with Drill Sheds and Rifle Ranges, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with the care of Military properties, transferred from the Ordnance and Imperial Government, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Fifty-nine thousand dollars be granted to Her Majesty, to defray expenses in connection with the Royal Military College, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with the Military Schools and Drill Instruction in Colleges, for the year ending 30th June, 1884.

32. *Resolved*. That a sum not exceeding One hundred and twenty-five thousand and seven hundred dollars be granted to Her Majesty, to defray expenses in connection with the Pay, Maintenance and Equipment of "A" and "B" Batteries, Garrison Artillery and Schools of Gunnery at Kingston and Quebec, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Government aid towards sending a Team of the Canadian Militia Artillerymen to *Shoeburyness, England*, for the year ending 30th June, 1884.

Resolutions to be reported.

And the House having continued to sit till after Twelve of the Clock on Friday morning;

Friday, 27th April, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till a quarter of an hour before Two of the Clock on Friday morning, adjourned till this day.

Friday, 27th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. Innes,—The Petition of *John Copland* and others, of *Rockwood* and vicinity, County of *Wellington*.

Mr. *White (Cardwell)*, from the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, presented to the House the Fourth Report of the said Committee, which was read, as followeth:—

The Committee would recommend:—

1. That in accordance with the terms and conditions of their Second Report, the following gentlemen be appointed Translators of the Official Reports of the Debates of this House, viz.:—Mr. *A. Gélinas*, as Chief Translator, and Messrs. *N. H. Beaulieu*, *J. B. Vanasse* and *Ernest Tremblay*, as Assistant Translators.

2. That the French Reporters on the Official Reporting Staff of the Debates be required to assist in the Translation;—and

3. That the tender of Mr. *A. S. Woodburn* for the binding of the Official Reports of the Debates of this House of next Session at ninety cents per Volume, be accepted, subject to the proviso, that the work of the present Session be performed to the satisfaction of the Committee.

Mr. *Rykert* reported from the Committee of the Whole House to consider a certain proposed Resolution respecting the Superannuation of persons employed in the Civil Service of *Canada*, a Resolution; which was read, as followeth:—

Resolved, That it is expedient to amend the Acts relating to the Superannuation of persons employed in the Civil Service of *Canada*, by providing that—

(a.) The Governor in Council may grant to any person having served in an established capacity in the Civil Service for ten years or upwards, and having attained the age of sixty years, or being incapacitated by bodily infirmity from properly performing his duties, a superannuation allowance, calculated on his average yearly salary during the then last three years, and not exceeding the following rates, that is to say:—If he has served for ten years, but less than eleven years, an allowance of ten-fiftieths of such average salary, and if for eleven years and under twelve years an annual allowance of eleven-fiftieths thereof, and in like manner a further addition of one-fiftieth of such average salary for each additional year of service up to thirty-five years, when an annual allowance of thirty-five fiftieths may be granted, but no addition shall be made for any service beyond thirty-five years; if the service has not been continuous, the period or periods during which such service has been interrupted shall not be counted, and the Order in Council made in such case shall be laid before Parliament at its then or then next Session.

(b.) The Governor in Council may, in the case of any person who entered the Civil Service after the age of thirty years, as being possessed of some peculiar professional or other qualifications or attainments required for the office to which he was appointed, and not ordinarily to be acquired in the public service, add to the actual number of years service of such person, such further number not exceeding ten, as may be considered equitable for reasons stated in the Order of Council made in the case; and such additional number of years shall be taken as part of term of service on which the superannuation allowance of such persons shall be computed, the Order in Council in any such case being laid before Parliament, at its then or then next Session.

(c.) Towards making good the superannuation allowances hereinbefore mentioned, an abatement shall be made from the salary of each person in the Civil Service to whom this Act applies, at the rate of two per centum per annum on such salary, if it be six hundred dollars or upwards, and of one and a quarter per centum per annum thereon, if it be less than six hundred dollars, and the sum so deducted shall form part of the Consolidated Revenue Fund, but such abatement shall be made only during the first thirty-five years of service.

(d.) The full superannuation allowance as aforesaid shall only be granted to persons who have been subject to the said abatement during ten years or upwards; the superannuation allowance of any person who has not paid it, or has paid it for a less period, being subject to a diminution of one per centum for every year less than ten during which he has not paid it; except that the superannuation allowance of any person hereafter retiring, shall not be subject to any such diminution by reason of his not having paid the abatement hereinbefore mentioned, during any year or years after his first thirty-five years of service.

(e.) Retirement shall be compulsory on any person to whom the superannuation allowance hereinbefore mentioned shall be offered, and such offer shall not be considered as implying any censure upon the person to whom it is made; nor shall any person be considered as having any absolute right to such allowance, but it shall be granted only in consideration of good and faithful service during the time upon which it is calculated, and nothing herein contained shall be understood as impairing or affecting the right of the Governor to dismiss or remove any person from the Civil Service.

(f.) If the Head of a Department reports with respect to any person employed in his Department, and about to be superannuated, from any cause other than that of ill-health or age, that the service of such person has not been satisfactory, the Governor in Council may grant such person a superannuation allowance being less than that to which he would have otherwise been entitled, as to him may seem fit.

(g.) If any person to whom this Act applies, is constrained from any infirmity of mind or body to quit the Civil Service before the period at which a superannuation allowance might be granted him, the Governor in Council may allow him a gratuity not exceeding one month's pay for each year of his service; and if any such person is so constrained to quit the service before such period, by reason of severe bodily injury received without his own fault in the discharge of his public duty, the Governor in Council may allow him a gratuity not exceeding three months' pay for every two years' service, or a superannuation allowance not exceeding one-fifth of his average salary during the then last three years.

(h.) If any person to whom this Act applies is removed from office in consequence of the abolition thereof, in order to the improvement of the organization of the Department to which he belongs, or is removed or retired from office to promote efficiency or economy in the Civil Service, the Governor in Council may grant him such gratuity or superannuation allowance as will fairly compensate him for his loss of office, not exceeding such as he would have been entitled to if he had retired in consequence of permanent infirmity of body or mind, after adding ten years to his actual term of service.

(i.) The allowances and gratuities granted under this Act, shall be payable out of the Consolidated Revenue Fund of *Canada*.

(k.) All superannuation allowances fixed and granted under the Acts hereby repealed are confirmed.

The said Resolution, being read a second time, was agreed to.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 23rd April, 1883, for a copy of any representation by either of the Houses of the Legislature of *Quebec*, on the subject of an increase of the Provincial Subsidy. (*Sessional Papers, No. 94.*)

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th April, 1883, for a Return shewing the name and salary and duty of each officer on the Instruction Staff of the Royal Military College, with the date of his appointment; also, a Return shewing the full staff of officers of "A" and "B" Batteries respectively, with salary and date of appointment. (*Sessional Papers, No. 56a.*)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 21st February, 1883, for a Return of all claims presented for drawbacks on Goods manufactured for export since March 2nd, 1882, shewing the name of all applicants, their places of business, the articles on which the drawback was claimed, and the amount of each claim, distinguishing between the claims which have been allowed and those which have been disallowed and those under consideration and not yet decided, and giving the reason for such disallowance; also, copies of all Regulations made by the Department with reference to such claims; together with a copy of one allowed claim and the sworn declaration thereto of each exporter of boilers, machinery, sewing machines, or other manufactures of iron. (*Sessional Papers, No. 45a.*)

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 11th April, 1883, for copies of all correspondence between the Secretary of State and the Lieutenant-Governor of the Province of *Ontario*, in relation to the award respecting the Northern and North-Western Boundaries of that Province, not already communicated to this House. (*Sessional Papers, No. 95.*)

A Bill further to amend "The General Inspection Act, 1874," was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill further to amend the Act respecting the Harbour of *Pictou*;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Monday next.

The Order of the Day being read, for the second reading of the Bill further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the *Pacific Coast of Canada and Asia*;

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill further to amend "The Fisheries Act";

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Tuesday next.

The Order of the Day being read, for the House in Committee on the Bill further to amend, and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion, therein mentioned;

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, and the Question being proposed, That Mr. Speaker do now leave the Chair;

And a Debate arising thereupon;

And it being Six o'clock, P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill for granting certain powers to the Canadian Electric Light Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Tassé* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill, from the Senate, intituled: "An Act to amend the Act to incorporate the North Western Bank, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Kranz* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Monday last, proposed, That this House doth disagree with the Senate in their Amendment to the Bill, intituled: "An Act to incorporate the "Wood Mountain and Qu'Appelle Railway," for the Reason that the provisions of the Clause excepted to are within the jurisdiction of this Parliament,—the line of the Railway being within the Territory of *Assiniboia*, and not in the Province of *Manitoba*;

And the Question being put, That this House doth disagree with the Senate in the said Amendment:—It passed in the Negative.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendment.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to continue an Act to "incorporate certain persons by the name of the President, Directors and Company "of the Farmers' Bank of *Rustico*;" and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House then resumed the Debate on the Question, That Mr. Speaker do now leave the Chair (for the House in Committee on the Bill further to amend, and to

consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned);

And the Question being put;

Ordered, That the Speaker do now leave the Chair.

The House accordingly resolved itself into the said Committee.

And the House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 28th April, 1883.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, on Monday next, again resolve itself into the said Committee.

And then The House, having continued to sit till five minutes after Two of the Clock on Saturday morning, adjourned till Monday next.

Monday, 30th April, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Beaty*,—The Petition of the Canadian Woman's Suffrage Association.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *D. Rogers* and others, of the Town of *Summerside*, County of *Prince*, *Prince Edward Island*; praying for the adoption of such measures as will secure the construction of a breakwater at *Summerside*.

Of *John Copland* and others, of *Rockwood* and vicinity, County of *Wellington*; praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented—Return to an Address, to His Excellency, dated 5th March, 1883, for (1.) Copies of the official Memorandum of the Canadian *Pacific* Railway Company, dated December 12th, 1882, describing its position and prospects.

(2.) Of the advertisement published thereafter by the Company asking for subscriptions for its increased Capital Stock.

(3.) Of all Memoranda issued in connection therewith.

(4.) Statement shewing the amount of the subscribed Stock of the Company prior to the authorization for the increase of its Capital Stock from 25 to 100 millions of dollars, and of the amounts paid up on such subscribed stock with the dates of each payment in cash, and also the amounts (if any), satisfied by the acquisition of property or otherwise, specifying in such case, the consideration therefor, and the amount of stock given and the date.

(5.) Statement of the amounts paid out of the capital for interest on such Capital Stock, and the rate of such payment.

(6.) Statements of the facts as to the acquisition by the Company of the *Canada Central Railway*, and of the *Montreal, Ottawa, and Occidental Railway*, with dates.

(7.) Statements of the facts as to the acquisition by the Company of any interest in the *Credit Valley Railway* and the *Ontario and Quebec Railway*.

(8.) Statement of the various matters required to be returned under the *Consolidated Railway Act, 1879*, and amendments thereto, separately as to

1. The line of Railway provided for by the contract with the *Canadian Pacific Railway Company*, and

2. The branches and extensions built or acquired by the Company.

(9.) Statement of the total sum expended up to the 1st of February, 1883, by the Company under their contract,—

1. For works of construction on the line contracted to be built by the Company as specified in the contract.

2. For rolling stock for the line of the *Canadian Pacific Railway*, as specified in the said contract.

3. For works of construction on extensions and branches not embraced in the Railway specified by the contract.

4. For rolling stock for all extensions and branches not embraced in the Railway specified by the contract. And of the receipts of the Company up to the same date, on account of—

1. Cash subsidy.

2. Land grant bonds.

3. Bonuses.

4. Land sales or transactions not embraced in the operations connected with land grant bonds.

5. Number of acres of land subsidy.

6. Amounts of bonuses agreed for, though not paid. (*Sessional Papers, No. 27n.*)

And also, Return to an Order of this House, dated 7th March, 1883, for copies of all Reports, Plans, Correspondence and other documents in relation to the construction of a Wharf or Pier at *Ste. Anne*, on the River *Saguenay*, in the County of *Chicoutimi*. (*Sessional Papers, No. 46b.*)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 19th March, 1883, for copies of all correspondence between the Canadian Government and the Department of Marine and Fisheries, either with the British Government, or the Admiralty Department of that Government, in reference to the transfer of *Portage Island*, at the entrance of the *Miramichi River*, to the Government of *Canada*; together with all Reports and Orders in Council in reference to that subject, and all correspondence bearing thereupon. (*Sessional Papers, No. 96.*)

And also, Return to an Order of this House, dated 2nd March, 1883, for a Return of the advertisement for the Contract of the building of a Steamer to replace the *Glendon*; the several tenders therefor, to whom the Contract was awarded, and the amount of such contract. (*Sessional Papers, No. 97.*)

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented,—Return (in part) to an Address to His Excellency, dated 15th March, 1883, for all Correspondence, Reports, Orders in Council, and all other documents relating to any claim made by the Provincial Government of *Prince Edward Island*, for a refund of their expenditure upon Public Wharves and Piers, and also in connection with the maintenance of short-term prisoners in that Province since its admission to the Union. (*Sessional Papers, No. 46c.*)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd April, 1883, for a copy of the Petition relative

to the trade between *Canada* and the *West Indies*, and *Brazil*, signed by the principal Fish Merchants of the Coast of *Gaspé* and *Bay des Chaleurs*, and addressed to the Honourable the Minister of Finance, and a copy of the Letter accompanying the said Petition. (*Sessional Papers*, No. 93.)

The Order of the Day being read, for the third reading of the Bill to authorize the Grand Trunk Railway Company of *Canada* to extend their traffic arrangement with the North Shore Railway Company to fifty years from the date thereof;

Ordered, That the said Order be discharged.

Ordered, That the Bill be now re-committed to a Committee of the Whole House for further consideration.

The House accordingly again resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill respecting the Canadian *Pacific* Railway Company, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Mr. *Sutherland (Selkirk)* moved, seconded by Mr. *Fisher*, and the Question being put, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by inserting the following Clause:—“On that portion of the line of the Canadian *Pacific* Railway Company, extending from *St. Vincent* or the boundary line to *Winnipeg*, and all other parts on the line of the Canadian *Pacific* Railway in *Manitoba* or the *North-West Territories* the same rates and fares per mile shall be charged upon all freight and passengers passing over the branch or section of the Canadian *Pacific* Railway Company's line, which shall be formed by the leasing or amalgamations by this Act authorized and its connections in *Canada* and the *United States* *viâ St. Vincent*, and on freight and passengers by any other Canadian lines of Railway and their connections in *Canada* and the *United States*, *viâ St. Vincent* aforesaid:”—It passed in the Negative.

On motion of Mr. *Abbott*, seconded by Mr. *Colby*,

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by inserting the following Clause:—

“If the Canadian *Pacific* Railway Company shall undertake the carriage of passenger and goods traffic over the said leased lines, or any part thereof, to *Manitoba* and the *North-West Territories*, by any route south of Lake Superior, and shall continue to do so after the completion of its line north of Lake Superior, it shall be bound to receive at *Emerson*, and carry with due despatch to its destination, any such traffic carried by any Canadian line and allied lines from the Province of *Ontario*, or any Province east of *Ontario* to *Emerson*; and shall not charge any higher rate therefor than it receives for the carriage over the same portion of its line, of similar through traffic carried by it and its allied lines from *Ontario* to *Emerson*: Provided always, that any Railway Company in *Canada*, availing itself of the foregoing provision, and possessing or controlling exclusively Railway communication from any point on the Canadian *Pacific* Railway in *Ontario* or *Quebec*, to any other point in either of those Provinces, shall be bound, in like manner, to receive from the

“Canadian *Pacific* Railway Company, at the point of connection, passenger and “goods traffic coming from *Manitoba* or the *North-West Territories*, and carry the “same with due despatch to its destination over such exclusive line, and shall “not charge any higher rate therefor, than it receives for the carriage over the same “portion of the line, of similar traffic carried by it, and its allied lines, from *Manitoba* “or the *North-West Territories* to the point of destination.”

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had amended the Bill;

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: “An Act to incorporate the Royal “Canadian Passenger Steamship Company,” with several Amendments, and have amended the Title, as followeth: After “Company” insert “Limited,” to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: “An Act to incorporate a “Company under the name of ‘The *Rathbun* Company,’” with several Amendments, to which they desire the concurrence of this House.”

Also, the Senate have passed the Bill, intituled: “An Act to incorporate the “*Qu'Appelle*, *Long Lake* and *Saskatchewan* Railroad and Steamship Company,” with an Amendment, to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: “An Act to incorporate the Royal Canadian Passenger “Steamship Company,” and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

On motion of Mr. *Tassé*, seconded by Mr. *Royal*,

Ordered, That there be laid before this House, a Statement shewing the sums expended each year since 1875, to secure the repatriation of Canadians who have emigrated to the *United States*; the conditions of transport offered them; the names of the Agents employed for that purpose, and their salaries or commission.

On motion of Mr. *Rinfret*, seconded by Mr. *Bourassa*,

Ordered, That there be laid before this House, copies of all correspondence, Reports, &c. (not hitherto ordered), between the Government of *Canada* and the Harbour Commissioners of *Quebec* and of *Montreal*, the Boards of Trade of various localities in the country, and any person interested therein, respecting the deepening of *Lake St. Peter*, and the channels of the *St. Lawrence*; the deepening of the Canals, the improvement of the Harbours of *Quebec* and *Montreal*, and the assumption by the Dominion of *Canada* of the debt contracted by the Harbour Commissioners of *Montreal*, for improvements in the River *St. Lawrence*.

On motion of Mr. *Casey*, seconded by Mr. *Paterson (Brant)*,

Resolved, That an humble Address be presented to His Excellency the Governor-General, praying His Excellency to cause to be laid before this House, copies of all

correspondence between the Minister of Customs and any parties in reference to the remission of duty on the iron imported for the construction of *Dufferin* Bridge in 1873; with copy of any Order in Council authorizing such remission, and of the memorandum of the Minister of Customs recommending such remission, with reasons therefor; also a Statement of value of iron as entered, and of amount of duty remitted.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *McMullen*, seconded by Mr. *Allen*,

Ordered, That there be laid before this House, a Return shewing the number of Petitions presented to this House praying for such Legislation as will secure a better observance of the Lord's Day, as regards the running of Railway Trains, &c., &c., together with the aggregate number of names attached thereto.

On motion of Mr. *Casey*, seconded by Mr. *Béchar*,
Ordered, That there be laid before this House, a copy of the Award of Arbitrator on claim for damages put in by the Contractor for the *Grenville* and *Carillon* Canal, under contract in force in 1871-72, with Statement of sums paid thereunder.

On motion of Mr. *Charlton*, seconded by Mr. *Mackenzie*,

Ordered, That there be laid before this House, a Report on the condition and management of the *Manitoba* Indian Agency under *J. A. N. Provencher*, the Indian Superintendent of the *Manitoba* District, made by the Government Commission of Enquiry, composed of the late *W. H. Ross*, Barrister, and *Ebenezer McColl*, Indian Agency Inspector, and the evidence upon which the same was made; also, a voucher, dated June 25th, 1875, for \$180, signed by one *Tremblay*; a voucher, dated June 25th, 1875, for \$1,290, signed by one *Tremblay*, and a voucher, dated December 26th, 1875, for \$600, signed by one *Tremblay*; as well as all other papers relating to this subject.

On motion of Mr. *Rinfret*, seconded by Mr. *Campbell* (*Kenfrew*),

Ordered, That there be laid before this House, copies of the complaints brought against the Postmaster of *L'Avenir*, County of *Drummond*, during the year 1882; and the evidence given at the enquiry which took place in the matter, as well as the correspondence between the Government and the Post-Office Inspector.

On motion of Mr. *Bourbeau*, seconded by Mr. *Dawson*,

Ordered, That there be laid before this House, copies of all documents, or extracts from documents, shewing: 1st. The total length of the *Canadian Pacific* Railway constructed in the Province of *Manitoba* and entitled to the land grant; 2nd. The length of Branch lines of the *Canadian Pacific* Railway constructed in the Province of *Manitoba*, and in like manner entitled to the land grant; 3rd. The total number of acres of land given to the *Canadian Pacific* Railway Company by the Government of *Canada*, in the Province of *Manitoba*, under the provisions of the Act 44 *Victoria*, Chapter 1.

Mr. *Casey* moved, seconded by Mr. *Allen*, and the Question being proposed, That there be laid before this House, copies of all Correspondence, Reports, Accounts and other papers relating to any claim made by *D. B. Woodworth* and others, for compensation for gravel, said to have been taken from claimants' land for use on the *Pembina* branch of the *Canadian Pacific* Railway; together with a copy of the evidence respecting such claim taken before the Board of Dominion Arbitrators,

shewing the amount claimed and the award, if any, made by said Arbitrators, and what sums have been paid thereunder;

And a Debate arising thereupon;

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Hickey*,
Ordered, That the Debate be adjourned.

On motion of Mr. *Laurier*, seconded by Mr. *Casgrain*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all Orders in Council, Reports and Correspondence in relation to the dismissal of *David Damour*, heretofore captain of the lightship at *Isle Rouge*.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. *Daly*, seconded by Mr. *Richey*,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, a Return shewing the amount of money paid as the emoluments of their offices, to the Judge, the Registrar and the Marshal of the Vice Admiralty Court at *Quebec*, and the amount paid to each of those officers of the Vice Admiralty Courts at *Halifax* and *St. John* respectively; also, a Return shewing the number of libels filed and cases tried in the said Courts respectively, from the first day of July, 1867, to the present date.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

A Bill to amend the Acts respects Cruelty to Animals was, according to Order, read the third time.

Resolved, That the Bill do pass, and that the Title be: "An Act to amend the Law respecting Cruelty to Animals."

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the House in Committee on the Bill to increase the Harbour accommodation of the City of *Toronto*, to extend the Esplanade, and to provide for the control of the use thereof by Railway Companies;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for the second reading of the Bill to fix the rate of Interest in *Canada*;

Mr. *Auger* moved, seconded by Mr. *Bourassa*, and the Question being put, That the Bill be now read a second time; the House divided: and it passed in the Negative.

The Order of the Day being read, for the second reading of the Bill to amend "The Dominion Elections Act, 1874;"

Mr. *Bolduc* moved, seconded by Mr. *Dupont*, and the Question being put, That the Bill be now read a second time; the House divided: and it was resolved in the Affirmative.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Gigault* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The Order of the Day being read, for the second reading of the Bill for the better prevention of Fraud in connection with the sale of Patent Rights;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Thursday the 29th March last, proposed, That this House do now resolve itself into a Committee to consider the following proposed Resolution: That, in the opinion of this House, it is desirable to enact a Law similar in principle to the Law now in force in *Australia*, and intituled: "The Influx of Chinese Restriction Act, 1881;"

And the Question being again proposed: The House resumed the said adjourned Debate.

Sir *Hector L. Langevin* moved, seconded by Mr. *Wallace* (*York*), and the Question being put, That the Debate be adjourned:—The said Motion was, with leave of the House withdrawn.

And the Question being put; That this House do now resolve itself into a Committee to consider the following proposed Resolution: That, in the opinion of this House, it is desirable to enact a Law similar in principle to the Law now in force in *Australia*, and intituled: "The Influx of Chinese Restriction Act, 1881;" the House divided: and it passed in the Negative.

Mr. *Pope*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 23rd February, 1883, for copies of all correspondence between the Government of *British Columbia* and the Dominion Government, respecting immigration to *British Columbia*; also, all correspondence on the question of Chinese immigration. (*Sessional Papers*, No. 93a.)

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

1. *Resolved*, That a sum not exceeding Two hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with additional Public Building, *Wellington Street*, for the year ending 30th June, 1884.

2. *Resolved*. That a sum not exceeding Sixty-seven thousand and two hundred dollars be granted to Her Majesty, to defray expenses in connection with Public Buildings in *Nova Scotia*, viz: *Sydney Quarantine Hospital*, \$2,000; *New Glasgow Public Building*, \$12,000; *Halifax Cattle Quarantine Station*, \$5,000; *Truro Custom House, Post Office and Savings Bank*, \$21,000; *Antigonish Public Buildings*, \$3,500; *Windsor Post Office, Custom House, &c.*, \$10,000; *Halifax Penitentiary*, \$1,400; *Pictou Marine Hospital*, \$2,300; *Amherst Public Building*, \$10,000, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Nine thousand dollars be granted to Her Majesty, to defray expenses in connection with *Summerside Public Buildings, Prince Edward Island*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding One hundred and seven thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with

Public Buildings in *New Brunswick*, viz.: *St. John* Marine Hospital (to complete), \$12,500; *Woodstock* Post Office, Custom House, &c., \$15,000; *St. Stephen's* Post Office, Custom House, &c., \$5,000; *Sussex* Post Office, Custom House, &c., (to complete), \$9,000; *Moncton* Post Office, Custom House, &c., \$15,000; *Dorchester* Penitentiary, \$30,000; *Newcastle* Post Office, &c., \$10,000; *Carleton* Post Office, \$10,000; *St. John* Dominion Buildings, improvements, &c., \$700, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two hundred and forty-six thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Quebec*, viz.: *Lévis* Fortifications and Military Buildings, \$1,200; *Quebec* Fortifications, \$19,000; *Dufferin* Terrace (to complete), \$2,500; *Quebec* Citadel, \$22,500; *Quebec* Examining Warehouse, \$30,000; Securing cliff under Citadel, &c., *Quebec* (to complete), \$1,500; *Three Rivers*—conversion of former Custom House into Post Office, \$5,000; *Sherbrooke* Post Office, Custom House, &c., \$18,500; *Hull* Post Office and Inland Revenue Offices (to complete), \$10,000; *Grosse Isle* Quarantine Station, \$1,000; *Montreal* Drill Shed, \$40,000; *Montreal*—Dominion Buildings—Improvements, &c., \$12,900; *Chicoutimi* Marine Hospital, \$5,750; *St. Vincent de Paul* Penitentiary Buildings, \$18,950, materials and tools for use of convicts in construction, \$9,050, *Quebec*—Dominion Buildings—Improvements, &c., \$3,000; *Sorel* Public Building, \$10,000; *Lévis* Immigrant Station, \$650; *Quebec* Military Buildings, including Drill Shed, \$30,000, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Three hundred and forty two thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings: *Ontario*, viz; *Cornwall* Post Office, Custom House, &c., \$20,000; *Brockville* Post Office, Custom House, &c., \$10,000; *Kingston* Fortifications and Military Buildings, \$12,600; *Kingston* Penitentiary, \$15,000; *Belleville* Post Office, Custom House, &c. (to complete), \$17,000; *Hamilton* Post Office, Custom House, &c., \$125,000; *Stratford* Post Office, Custom House, (to complete), \$13,000; *St. Thomas* Post Office, \$28,000; *Chatham* Post Office, \$16,500; *London* Post Office, \$3,600; *Amherstburg* Post Office, Custom House, &c., \$10,000; *Galt* Post Office, Custom House, \$8,000; *Cobourg* Post Office, Custom House, (to complete), \$7,000; *Clifton* Post Office, &c., \$12,000; *Barrie* Post Office, &c., \$12,000; *Port Hope* Post Office &c., \$12,000; *Toronto* Dominion Buildings—Alterations, renewals, &c., \$7,800; *Ottawa* Post Office—Improvements, &c., \$1,700; *Gananoque* Custom House and Inland Revenue Offices, \$5,500; *Kingston* Post Office—Improvements, &c., \$800; *Belleville* Examining Warehouse, \$4,000; *Hamilton* Immigration Station, \$500, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Six hundred dollars be granted to Her Majesty, to defray expenses in connection with *Prince Arthur's Landing* Immigrant Station, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding One hundred and sixty three thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Manitoba*: *Manitoba* Penitentiary \$40,000; Parliament Buildings, *Winnipeg*, \$10,000; Lieutenant Governor's residence and stables, *Winnipeg*, \$33,000; *Winnipeg* Post Office, \$50,000, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Fifty-nine thousand one hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *North-West Territories*: Public Buildings *N.W.T.* generally, \$5,000; Dominion Lunatic Asylum or Hospital, \$20,000; New Jails and Lock-ups, \$10,000; New Public Buildings at *Regina*, Capital *N.W.T.*, \$20,000; *Qu'Appelle* Immigrant Shed, \$3,500; Immigrant Station west of *Qu'Appelle*, \$600, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Forty-one thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings: *British Columbia*, *Vancouver* Quarantine Station and out-

buildings, \$7,500; *New Westminster* Post Office, Custom House, &c., (to complete) \$11,500; *Nanaimo* Post Office, Custom House, &c. (to complete), \$22,750, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with Public Buildings generally, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Three hundred and two thousand four hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, &c.: Repairs, furniture, heating, &c., \$175,000; Grounds, Public Buildings, *Ottawa*, \$7,500; Removal of snow, Public Buildings, *Ottawa*, \$1,800; Heating Public Buildings, *Ottawa*, \$50,000. Gas, Public Buildings, *Ottawa*, \$22,000; Water, Public Buildings, *Ottawa*, \$12,100; Allowance for fuel and light, *Rideau Hall*, \$3,000; Telephonic service, Public Buildings, *Ottawa*, \$4,000; Salaries of Engineers, Firemen and Caretakers, &c., of Dominion Public Buildings, (hitherto paid by the respective Departments for which the services were performed), \$22,000, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Tuesday morning;

Tuesday, 1st May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Richey* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till five minutes after One of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 1st May, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. *Wood* (*Westmoreland*),—The Petition of *John Murray* and others, of the Parish of *Botsford*, County of *Westmoreland*, *New Brunswick*.

By Mr. *Holton*,—The Petition of *J. A. F. Mc Bain* and others, of North and South *Georgetown* and vicinity, County of *Chateauguay*, Province of *Quebec*.

By Sir *Leonard Tilley*,—The Petition of the *Saint John* Board of Trade, *New Brunswick*.

By Mr. *White* (*Renfrew*),—The Petition of *J. Joseph Haylock* and others, of the Township of *Westmeath*, County of *Renfrew*.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals and Telegraph Lines, presented to the House the Fifteenth Report of the said Committee, which was read, as followeth:—

Your Committee have again had under consideration the Bill from the Senate, intituled, "An Act respecting 'The Northern Railway Company of *Canada*.'" and have agreed to report the same without further amendment.

They have also had under consideration the following Bills, and have agreed to report the same as follows: Bill to amend the Act incorporating "The European, "American, Canadian and Asiatic Cable Company (Limited)," and to change the name of the Company to "The American, British and Continental Cable Company "(Limited)," amended; and Bill further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the Pacific Coast of *Canada* and *Asia*, without amendment.

The Committee also beg leave to recommend the following Resolution: That as the time for the reception of Reports of Committees on Private Bills expires to-day, the same be further extended until Friday the Eleventh day of May, instant.

On motion of Sir *Hector L. Langevin*, seconded by Sir *Leonard Tilley*,

Ordered, That the time for the reception of Reports of Committees on Private Bills be extended until Friday the Eleventh day of May, instant, in accordance with the recommendation of the Select Standing Committee on Railways, Canals and Telegraph Lines.

The Order of the Day being read, for the second reading of the Bill to consolidate and amend the several Acts respecting the Inland Revenue;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Renfrew)* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act to incorporate The Canadian "Rapid Telegraph Company (Limited)," to which they desire the concurrence of this House.

And also, the Senate have passed the Bill intituled: "An Act to incorporate the "Cumberland Coal and Railway Company" with several Amendments, to which they desire the concurrence of this House.

On motion of Mr. *Davies*, seconded by Mr. *Gillmor*,

Ordered, That the Bill, from the Senate, intituled: "An Act to incorporate The "Canadian Rapid Telegraph Company (Limited)," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

The House, according to Order, again resolved itself into a Committee on the Bill further to amend, and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned, and, after some time spent

therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

The House, according to Order, resolved itself into a Committee on the Bill further to amend the Act respecting the Harbour of *Pictou*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Coughlin* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding Sixty-three thousand three hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Nova Scotia*:—*Cow Bay*, \$12,000; *Benacadie Pond*—to complete work, \$7,000; *South Ingonish*, \$10,000; *Cheverie*, \$7,500; *Parrsboro'* or *Partridge Island River* (to complete) \$2,500; *Port Hood* (to complete) \$12,500; *Coffin's Island* (to complete) \$2,900; *Port Lorne* (to complete) \$500; *Three Fathom Harbour*, \$1,000; *Little Hope Island*, \$1,250; *West Arichat*, \$1,200; *L'Ardoise*, \$5,000, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with *Cascumpeque Harbour*, *Prince Edward Island*, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Ninety-three thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Harbours and Rivers, *New Brunswick*, viz.:—*St. John Harbour*—Breakwater at *Negro Point*, to complete, \$71,000; *River Tobique* and *River St. John*, above *Grand Falls*, \$5,000; *River St. John*—*River des Chutes* to *Bear Island*, \$2,000; *Madawaska River*, \$1,000; *Rocher Bay*—Breakwater, \$4,000; *St. Mary's*, \$1,500; *Grand Lake* and *Jemseg*, \$5,000; Addition to Pier, *Anderson's Hollow*, \$4,000, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses connected with general repairs and improvements, Harbours and Rivers, Maritime Provinces, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding One hundred and seventy-seven thousand seven hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Quebec*: *New Carlisle*—Municipality having voted \$1,000, \$6,000; *Trois Pistoles*, \$1,500; *Rivière du Loup (en bas)*—To complete, \$1,000; *River Saguenay*—Improvement of Channel below *Chicoutimi*, \$7,000; *River Saguenay*—Enlargement of "*La Grande Décharge*" from *Lake St. John*, \$5,000; *River Saguenay*—*Lake St. John* Surveys, \$4,000; *Baie St. Paul*—Local authorities furnishing \$3,000, \$12,000; *River St. Lawrence*—Removal of chains, anchors, boulders, &c., \$5,000; *River Nicolet*—Harbour of Refuge, \$15,000; *River Yamaska*, \$18,000; *St. Zotique*, \$4,500; *Rivière du Lièvre*, \$4,000; General repairs and improvements—Harbours and Rivers, *Quebec*, \$10,000; *Philipsburg*

Harbour, *Missisquoi Bay*, Lake *Champlain*—Locality furnishing an equal amount, \$4,000; *Etang du Nord*—To continue work, \$9,000; *St. François*—Island of Orleans, \$6,000; *Quebec*—Marine Hospital Wharves, \$2,000; *Matane*, \$5,000; *Isle aux Coudres*—To complete, \$500; *Berthier (en bas)*, \$7,500; *Rivière Blanche*—To complete work, \$5,000; *River St. Louis*, \$10,000; *Chicoutimi Pier*, \$1,500; *Lanoraie*—The locality furnishing \$1,500, \$5,000; *Percé*, \$10,000; *River Batiscan*, \$2,000; *Queen's Wharf, Quebec*—Improvement to wharf and building, \$8,200; *Bic Pier*, \$7,500; *River St. Francis*, \$1,500, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Two hundred and sixty-seven thousand three hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Ontario*, viz.: *Cobourg Harbour, Lake Ontario*, \$20,000; *Port Hope Harbour, Lake Ontario*, \$14,000; *Toronto Harbour, Lake Ontario*, \$117,500; *Rondeau Harbour, Lake Erie*, \$4,000; *Kincardine, Lake Huron*, \$7,000; *Port Elgin, Lake Huron*—to complete, \$6,100; *Goderich, Lake Huron*, \$5,000; *Collingwood Harbour, Lake Huron*, \$26,000; *Warton, Lake Huron*, \$5,000; *Meaford*—to complete, \$3,000; *Kingston Harbour*, \$12,500; *Little Current, Lake Huron*—to complete, \$10,000; General repairs and improvements, Harbours and Rivers, *Ontario*, \$8,000; *Kingsville, Lake Erie*, \$5,000; *River Sydenham*, \$5,000; *Newcastle*—Harbour improvements—to complete, \$8,000; *Chantry Island, Lake Huron*, \$5,000; *River Otonabee*, \$1,200; *Little Bear Creek*, \$5,000, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Manitoba*: *Red River*, mouth of river, \$12,000; General repairs and improvements, Harbours and Rivers, *Manitoba*, \$1,000, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses connected with the improvement of the *River Saskatchewan*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Seventeen thousand dollars be granted to Her Majesty, to defray expenses connected with Harbours and Rivers, *British Columbia*: General repairs and improvements, \$2,000; *Upper Fraser River*, improvement of Cottonwood Canyon, \$10,000; *Stickeen River*, \$2,000; *Victoria Harbour*, examination, \$3,000, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses connected with Harbours and Rivers generally, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two hundred and fifty-three thousand six hundred dollars be granted to Her Majesty, to defray the following expenses connected with dredging: New dredging plant, \$64,000; New dredging plant, *Manitoba*, \$37,500; Snag-boat, *British Columbia*, \$15,000; Dredge vessels—Repairs, \$25,100; *New Brunswick, Nova Scotia, Prince Edward Island*, \$52,000; *Ontario*, \$20,000; *Quebec*, \$20,000; *British Columbia*, \$15,000; General service, \$5,000, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Twelve thousand eight hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Roads and Bridges: Bridge at *Des Joachims Rapids, Ottawa River* (to complete), \$10,000; Trails, bridges, &c., *North-West Territories*, \$1,800; *Union Suspension Bridge, Ottawa*, \$1,000, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Sixty-seven thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Telegraphs: Land and cable telegraph lines for the sea-coasts and islands of the lower Rivers and Gulf of *St. Lawrence* and Maritime Provinces, viz.:—Repairing cable between Mainland and *Grand Manan*, \$1,000; To connect *Pointe des Monts* with the telegraph line constructed and in operation along the north shore of the *St. Lawrence* by cables and land lines, and towards extension of land line to *River Moisie*, \$28,000; Telegraph line—*Chatham* to *Escuminac*, \$3,000; Telegraph lines, *Manitoba* and the *North-West Territories*, viz.: Telegraph line, *Prince Arthur's Landing, via*

Winnipeg and Qu'Appelle Junction to British Columbia, \$10,000; Telegraph line, Saskatchewan to Prince Albert, the poles being furnished free to the Government, \$7,000; Telegraph lines, British Columbia, viz.: New sub-marine cable route between Vancouver Island and Washington Territory, via Victoria and Point Angelos, or land route from Victoria to Cape Beale via San Juan Harbour, with cable thence to Neeah Harbour—Cape Flattery, Washington Territory \$18,500, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Ninety-five thousand two hundred and forty dollars and eighty-five cents be granted to Her Majesty, to defray the following Miscellaneous expenses, viz.:—Miscellaneous works not otherwise provided for, \$10,000; Surveys and inspections, \$25,000; Arbitrations and awards, \$5,000; Military works and buildings—Repairs, improvements and construction of, \$37,500; To provide for the cost of a monument to the memory of the late Sir *Georgc Etienne Cartier, Bart.*, \$9,000; Arranging in proper order, and transferring to new books all useful matter having reference to works under the control of the new Department of Public Works, which is contained in the old general indices, charging books and journals, \$1,650; National Art Gallery, \$1,500; To pay claim of *W. L. Macaulay*, in connection with barrack buildings erected by him at *Fort Garry*, \$5,599.85, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Wednesday morning;

Wednesday, 2nd May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till a quarter of an hour after Two of the Clock on Wednesday morning, adjourned till this day.

Wednesday 2nd May, 1883.

PRAYERS.

Pursuant to the Order of the Day, the following Petition was read and received:—
Of the Canadian Women's Suffrage Association; praying that in the Bill now before Parliament, respecting the Electoral Franchise, it may be provided, that all women, as well as all men, possessing the proper qualification, shall be entitled to vote.

Mr. *White (Cardwell)*, from the Select Committee appointed to supervise the Official Report of the Debates of this House, during the present Session, presented to the House the Fifth Report of the said Committee, which was read, as followeth :—

The Committee would recommend :—

1st. That Mr. *John A. Lumsden*, a Member of the Official Reporting Staff, having sent in his resignation, the same be accepted; and that Mr. *T. J. Richardson*, be appointed in his stead, and paid at the same rate as the other Members of the Reporting Staff,—said resignation and appointment to take effect at the close of the present Session.

2nd. That six Caligraphs be purchased for the use of The House, in connection with the Official Reporting, in accordance with the suggestions contained in the following Memorandum from the Chief Reporter :

Memorandum.

I beg to suggest that six Caligraphs be purchased by the Debates Committee for the use of the Official Reporters of The House.

The machines will of course remain the property of The House as is the case with the writing machines supplied by the *Ontario* Courts to their Official Reporters.

The advantages to be derived from the use of Caligraphs, are speed in getting out "takes" and excellence of "copy."

A ten minute "take" of a rapid Reporter can be got out in about 30 minutes by an expert Caligraph Operator. A regular amanuensis will only occasionally get through in 50 minutes the regular interval between the "takes."

Machines therefore facilitate the sending of copy promptly to printers.

A Reporter having an operator working Caligraph, would be able to revise his "takes." With an ordinary amanuensis, revision is impossible, and is not made in practice. In the event of machines being supplied, the Chief Reporter should be instructed to see that each Reporter revises his "takes." The cost of six machines would be \$400 (no duty being charged). As they would do service for five years at least, the outlay would be equivalent to an annual charge of \$80.

No change would be necessary in the present amanuensis system, machine Operators taking the place of long-hand writers.

Caligraphs are now being used by Mr. *Eyvil* and myself, with most satisfactory results.

G. B. BRADLEY,

Chief Reporter.

April 26th, 1883.

On motion of Sir *Leonard Tilley*, seconded by Sir *Hector L. Langevin*,
Resolved, That when this House adjourns this day, it will stand adjourned till Friday next.

On motion of Sir *Leonard Tilley*, seconded by Sir *Hector L. Langevin*,
Resolved, That when this House adjourns on Friday next, it will stand adjourned till Saturday, at Three o'Clock, P.M.

The Order of the Day being read, for the second reading of the Bill, from the Senate, intituled: "An Act to amend 'The *Canada* Civil Service Act, 1882;'"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Friday next.

The House, according to Order, resolved itself into a Committee to consider certain proposed Resolutions respecting "The *Canada* Civil Service Act, 1882."

(In the Committee.)

1. *Resolved*, That it is expedient to amend "The Canada Civil Service Act, 1882," by providing that the Secretary of the Board of Examiners under the third section thereof, shall be one of the members of the Board.

2. *Resolved*, That it is expedient to repeal the fifth section of the said Act, and to enact the following section in lieu thereof:—

"5. The Secretary of the Board shall be paid a salary not exceeding one thousand dollars per annum. He shall render such services as the nature of the office requires, and as may from time to time be prescribed by Order in Council. The other members of the Board shall be paid five dollars per diem when actually engaged in their work, not, however, to exceed sixty days in any one year.

"2. The members of the Board shall, on authority of an Order in Council, be paid their actual travelling expenses incurred while so engaged in their work.

"3. Such persons as may be selected by the Board to assist them in the conduct of examinations, may receive such sum not exceeding five dollars per diem, as may be fixed by Order in Council."

3. *Resolved*, That it is expedient to repeal the sixth section of the said Act, and to enact the following section in lieu thereof:—

"6. The Board of Examiners may obtain the assistance of persons who have had experience in the education of the youth of the Dominion, and with such assistance shall hold or cause to be held periodical examinations for admission to the Civil Service, in the cities of *Halifax, St. John, New Brunswick, Charlottetown, Quebec, Montreal, Ottawa, Toronto, Hamilton, London, Winnipeg, Victoria*, and such other places as may be determined by Order in Council. It shall not be necessary to hold each examination in all the said places, but the times and places at which the examinations shall be held, shall be determined from time to time by Order in Council. Examinations as far as possible shall be in writing. Their cost shall be defrayed out of moneys previously voted by Parliament for that purpose."

4. *Resolved*, That it is expedient to repeal the thirteenth section of the said Act, and to enact the following in lieu thereof:—

"13. The minimum salary paid to a Chief Clerk shall be one thousand eight hundred dollars, with an annual increase of fifty dollars up to twenty-four hundred dollars."

"2. No salary shall be increased under the provision of this section before the first day of July next."

5. *Resolved*, That it is expedient to make the following provisions in amendment of the said Act:—

"The Officers, Clerks and Employees mentioned in Schedule B of the said Act shall be paid according to the scale thereby established. The salaries of Officers, Clerks and Employees in the Second or Outside Division of Departments other than the Customs, Inland Revenue and Post Office Departments shall, subject to the provisions of any Act relating thereto, be fixed in each case by Order in Council."

"2. That part of Schedule B to the said Act which relates to 'Departments Generally' shall be repealed."

6. *Resolved*, That it is expedient to provide that Schedule B of the said Act shall be amended as follows:—

"(a) By striking out so much of the Schedule as relates to Customs and Inland Revenue, and inserting in lieu thereof the following:—

CUSTOMS.

Scale of Salaries.

Inspectors.....	Salary from	\$1,600 to \$2,500
Collectors.....	"	400 to 4,000
Surveyors.....	"	1,200 to 2,500
Chief Clerks.....	"	1,200 to 2,000
Clerks.....	"	400 to 1,200

CUSTOMS.

		Scale of Salaries.
Chief Landing Waiters.....	Salary from	\$ 800 to 1,200
Landing Waiters.....	"	400 to 1,000
Gaugers.....	"	600 to 1,200
Chief Lockers.....	"	800 to 1,200
Lockers.....	"	400 to 800
Tide Surveyors.....	"	800 to 1,000
Tide Waiters.....	"	400 to 600
Messengers.....	"	200 to 500
Appraisers.....	"	800 to 2,000
Assistant Appraisers.....	"	600 to 1,500

INLAND REVENUE.

Chief Inspector.....		\$2,800
Inspectors.....	\$1,600 to	2,500
Collectors.....	500 to	2,200
Deputy Collectors.....	400 to	1,500
Clerks (Accountants).....	600 to	1,200
Special Class Excisemen.....		1,200
First, Second and Third Class Excisemen.....	600 to	1,000
Probationary Excisemen.....		500
Messengers.....	200 to	500

To which may be added for surveys of important Manufactories, an additional salary for this special class of Excisemen, who perform that duty, not exceeding \$200 per annum.

“(b.) And by striking out so much of the Schedule as relates to Railway Mail Clerks, and inserting the following in lieu thereof:—

RAILWAY MAIL CLERKS.

	On Appointment.		After 2 years service in any class of Railway Mail Clerks.		After 5 years service in any class of Railway Mail Clerks.		After 10 years service in any class of Railway Mail Clerks.	
	Day Service.	Night Service.	Day Service.	Night Service.	Day Service.	Night Service.	Day Service.	Night Service.
	\$	\$	\$	\$	\$	\$	\$	\$
Chief Clerks.....	1,000	.....	1,200	.....	1,350	.....	1,500	.....
1st Class.....	720	880	800	1,000	880	1,100	960	1,200
2nd Class.....	600	720	640	800	720	880	800	1,000
3rd Class.....	480	600	520	640	560	700	640	800

To Clerks other than Chief Clerks, in addition to regular salary an allowance not exceeding half a cent per mile for every mile travelled on duty in the Post Office cars.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Desjardins* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be now received.

Mr. *Desjardins* reported the Resolutions accordingly; and the same were read, as follow:—

1. *Resolved*, That it is expedient to amend "The *Canada Civil Service Act, 1882*," by providing that the Secretary of the Board of Examiners under the third section thereof, shall be one of the members of the Board.

2. *Resolved*, That it is expedient to repeal the fifth section of the said Act, and to enact the following section in lieu thereof:—

"5. The Secretary of the Board shall be paid a salary not exceeding one thousand dollars per annum. He shall render such services as the nature of the office requires, and as may from time to time be prescribed by Order in Council. The other members of the Board shall be paid five dollars per diem when actually engaged in their work, not, however, to exceed sixty days in any one year.

"2. The members of the Board shall, on authority of an Order in Council, be paid their actual travelling expenses incurred while so engaged in their work.

"3. Such persons as may be selected by the Board to assist them in the conduct of examinations, may receive such sum not exceeding five dollars per diem, as may be fixed by Order in Council."

3. *Resolved*, That it is expedient to repeal the sixth section of the said Act, and to enact the following section in lieu thereof:—

"6. The Board of Examiners may obtain the assistance of persons who have had experience in the education of the youth of the Dominion, and with such assistance shall hold or cause to be held periodical examinations for admission to the Civil Service, in the cities of *Halifax, St. John, New Brunswick, Charlottetown, Quebec, Montreal, Ottawa, Toronto, Hamilton, London, Winnipeg, Victoria*, and such other places as may be determined by Order in Council. It shall not be necessary to hold each examination in all the said places, but the times and places at which the examinations shall be held, shall be determined from time to time by Order in Council. Examinations as far as possible shall be in writing. Their cost shall be defrayed out of moneys previously voted by Parliament for that purpose."

4. *Resolved*, That it is expedient to repeal the thirteenth section of the said Act, and to enact the following in lieu thereof:—

"18. The minimum salary paid to a Chief Clerk shall be one thousand eight hundred dollars, with an annual increase of fifty dollars up to twenty-four hundred dollars."

"2. No salary shall be increased under the provision of this section before the first day of July next."

5. *Resolved*, That it is expedient to make the following provisions in amendment of the said Act:—

"The Officers, Clerks and Employees mentioned in Schedule B of the said Act shall be paid according to the scale thereby established. The salaries of Officers, Clerks and Employees in the Second or Outside Division of Departments other than the Customs, Inland Revenue and Post Office Departments shall, subject to the provisions of any Act relating thereto, be fixed in each case by Order in Council."

"2. That part of Schedule B to the said Act which relates to 'Departments Generally' shall be repealed."

6. *Resolved*, That it is expedient to provide that Schedule B of the said Act shall be amended as follows:—

"(a) By striking out so much of the Schedule as relates to Customs and Inland Revenue, and inserting in lieu thereof the following:—

GUSTOMS.

	Salary from	Scale of Salaries.
Inspectors.....	\$1,600	to \$2,500
Collectors.....	"	400 to 4,000
Surveyors.....	"	1,200 to 2,500
Chief Clerks.....	"	1,200 to 2,000
Clerks.....	"	400 to 1,200
Chief Landing Waiters.....	"	800 to 1,200
Landing Waiters.....	"	400 to 1,000
Gaugers.....	"	600 to 1,200
Chief Lockers.....	"	800 to 1,200
Lockers.....	"	400 to 800
Tide Surveyors.....	"	800 to 1,000
Tide Waiters.....	"	400 to 600
Messengers.....	"	200 to 500
Appraisers.....	"	800 to 2,000
Assistant Appraisers.....	"	600 to 1,500

INLAND REVENUE.

Chief Inspector.....		\$2,800
Inspectors.....	\$1,600 to	2,500
Collectors.....	500 to	2,200
Deputy Collectors.....	400 to	1,500
Clerks (Accountants).....	600 to	1,200
Special Class Excisemen.....		1,200
First, Second and Third Class Excisemen.....	600 to	1,000
Probationary Excisemen.....		500
Messengers.....	200 to	500

To which may be added for surveys of important Manufactories, an additional salary for this special class of Excisemen, who perform that duty, not exceeding \$200 per annum.

"(b.) And by striking out so much of the Schedule as relates to Railway Mail Clerks, and inserting the following in lieu thereof:—

RAILWAY MAIL CLERKS.

	On Appointment.		After 2 years service in any class of Railway Mail Clerks.		After 5 years service in any class of Railway Mail Clerks.		After 10 years service in any class of Railway Mail Clerks.	
	Day Service.	Night Service.	Day Service.	Night Service.	Day Service.	Night Service.	Day Service.	Night Service.
	\$	\$	\$	\$	\$	\$	\$	\$
Chief Clerks.....	1,000	.....	1,200	.....	1,350	.....	1,500	.....
1st Class.....	720	880	800	1,000	880	1,100	980	1,200
2nd Class.....	600	720	640	800	720	880	800	1,000
3rd Class.....	480	600	520	640	560	700	640	800

To Clerks other than Chief Clerks, in addition to regular salary an allowance not exceeding half a cent per mile for every mile travelled on duty in the Post Office cars.

The said Resolutions, being read a second time, were agreed to.

Ordered, That the said Resolutions be referred to the Committee of the Whole House on the Bill from the Senate, intituled: "An Act to amend 'The Canada Civil Service Act, 1882.'"

The House, according to Order, again resolved itself into a Committee on the Bill, from the Senate, intituled: "An Act respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts or otherwise," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Brecken* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The House, according to Order, again resolved itself into a Committee on the Bill further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the *Pacific Coast of Canada* and *Asia*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Bergin* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into a Committee on the Bill further to amend and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration,

And the Question being proposed, That the Bill be now read the third time;

Mr. *Charlton* moved, in amendment, seconded by Mr. *Mackenzie*, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same" by leaving out all the words after 'Governor in Council,' in line 5, sub-section 1, section 24, and substituting the following proviso: 'Provided that all sales of agricultural lands, shall, unless under exceptional circumstances, applicable to particular Lots, be made on condition of actual settlement by the purchaser, and in quantities limited to the number of acres, which can be reasonably occupied by one settler,' " inserted instead thereof;

And a Debate arising thereupon;

And it being Six o'Clock, P.M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill to incorporate the *Quinze Pier, Boom and Improvement Company*, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Kilvert* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill to amend the Act incorporating the European, American, Canadian and Asiatic Cable Company (Limited), and to change the name thereof to "The American, British and Continental Cable Company (Limited)," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and made an amendment thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate a Company "under the name of 'The *Rathbun Company*'"; and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate the *Cumberland Coal and Railway Company*," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honors, That this House hath agreed to their Amendments.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to incorporate 'The *Canadian Rapid Telegraph Company (Limited)* ;"

The Bill was accordingly read a second time; and referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act to amend The Patent Act of "1872," to which they desire the concurrence of this House.

And also, the Senate have passed the Bill, intituled: "An Act to incorporate the "*Quebec and James' Bay Railway Company*," with several Amendments, to which they desire the concurrence of this House.

The House then resumed the Debate on the Amendment proposed to be made to the Question, That the Bill (further to amend and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned) be now read the third time;

Mr. *Landerkin* moved, seconded by Mr. *Ross* (*Middlesex*), and the Question being proposed, That this House do now adjourn; And a Debate arising thereupon: The said Motion was, with leave of the House, withdrawn.

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Allen,</i>	<i>Davies,</i>	<i>Landerkin,</i>	<i>Rinfret,</i>
<i>Auger,</i>	<i>Fairbank,</i>	<i>Laurier,</i>	<i>Ross</i> (<i>Middlesex</i>),
<i>Bain,</i>	<i>Fisher,</i>	<i>Lister,</i>	<i>Somerville</i> (<i>Brant</i>),
<i>Béchar,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Somerville</i> (<i>Bruce</i>),
<i>Bernier,</i>	<i>Geoffrion,</i>	<i>McMillan</i> (<i>Huron</i>),	<i>Springer,</i>
<i>Blake,</i>	<i>Gillmor,</i>	<i>McCraney,</i>	<i>Thompson,</i>
<i>Bourassa,</i>	<i>Gunn,</i>	<i>McIntyre,</i>	<i>Trow,</i>
<i>Burpee</i> (<i>Sunbury</i>),	<i>Holton,</i>	<i>McIsaac,</i>	<i>Vail,</i>
<i>Campbell</i> (<i>Renfrew</i>),	<i>Innes,</i>	<i>McMullen,</i>	<i>Watson,</i>
<i>Casey,</i>	<i>Irvine,</i>	<i>Paterson</i> (<i>Brant</i>),	<i>Wells,</i>
<i>Casgrain,</i>	<i>Keefer,</i>	<i>Pickard,</i>	<i>Wheler,</i> and
<i>Catudal,</i>	<i>Kirk,</i>	<i>Platt,</i>	<i>Wilson.</i> —49.
<i>Charlton,</i>			

NAYS:

Messieurs

<i>Baker</i> (<i>Victoria</i>),	<i>Daoust,</i>	<i>Hesson,</i>	<i>Reid,</i>
<i>Barnard,</i>	<i>Dawson,</i>	<i>Hickey,</i>	<i>Richey,</i>
<i>Beaty,</i>	<i>De Beaujeu,</i>	<i>Homer,</i>	<i>Ross</i> (<i>Lisgar</i>),
<i>Bell,</i>	<i>Desaulniers,</i>	<i>Hurteau,</i>	<i>Royal,</i>
<i>Benoit,</i>	<i>Desjardins,</i>	<i>Jamieson,</i>	<i>Rykert,</i>
<i>Benson,</i>	<i>Dickinson,</i>	<i>Kilvert,</i>	<i>Scott,</i>
<i>Bergeron,</i>	<i>Doid,</i>	<i>Kinney,</i>	<i>Shakespeare,</i>
<i>Bergin,</i>	<i>Dugas,</i>	<i>Kranz,</i>	<i>Small,</i>
<i>Billy,</i>	<i>Dundas,</i>	<i>Labrosse,</i>	<i>Smyth,</i>
<i>Blondeau,</i>	<i>Dupont,</i>	<i>Langevin,</i>	<i>Sproule,</i>
<i>Bolduc,</i>	<i>Farrow,</i>	<i>Lesage,</i>	<i>Sutherland</i> (<i>Sellkirk</i>),
<i>Bowell,</i>	<i>Ferguson</i> (<i>L'ds&Gren</i>),	<i>Macdonald</i> (<i>Sir John</i>),	<i>Tassé,</i>
<i>Brecken,</i>	<i>Ferguson</i> (<i>Welland</i>),	<i>McDonald</i> (<i>C. Breton</i>),	<i>Taylor,</i>
<i>Bryson,</i>	<i>Fortin,</i>	<i>McCallum,</i>	<i>Tilley,</i>
<i>Burns,</i>	<i>Foster,</i>	<i>McCarthy,</i>	<i>Tupper</i> (<i>Pictou</i>),
<i>Cameron</i> (<i>Inverness</i>),	<i>Fréchette,</i>	<i>McDougald,</i>	<i>Tyrwhitt,</i>
<i>Carling,</i>	<i>Gagné,</i>	<i>McNeill,</i>	<i>Wallace</i> (<i>York</i>),
<i>Caron,</i>	<i>Gigault,</i>	<i>Moffatt,</i>	<i>White</i> (<i>Cardwell</i>),
<i>Cimon,</i>	<i>Girouard</i> (<i>Kent</i>),	<i>O'Brien,</i>	<i>White</i> (<i>Hastings</i>),
<i>Cochrane,</i>	<i>Gordon,</i>	<i>Orton,</i>	<i>White</i> (<i>Renfrew</i>),
<i>Colby,</i>	<i>Grandbois,</i>	<i>Paint,</i>	<i>Wigle,</i>
<i>Costigan,</i>	<i>Guillet,</i>	<i>Patterson</i> (<i>Essex</i>),	<i>Williams,</i>
<i>Coughlin,</i>	<i>Hail,</i>	<i>Pinsonneault,</i>	<i>Wood</i> (<i>Brockville</i>),
<i>Curran,</i>	<i>Hawkins,</i>	<i>Pope,</i>	<i>Wood</i> (<i>Westland</i>) and
<i>Cuthbert,</i>	<i>Hay,</i>	<i>Ray,</i>	<i>Wright.</i> —101.
<i>Daly,</i>			

So it passed in the Negative.

Then the main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

1. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Halifax* and *St. John*, via *Yarmouth*, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication on Lakes *Huron* and *Superior*, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seventeen thousand six hundred and forty dollars be granted to Her Majesty, to defray Mail Subsidy for Steam Service between *San Francisco* and *Victoria, British Columbia*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Seven thousand eight hundred dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication with the *Magdalen Islands*, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Grand Manan, N. B.*, and Mainland, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to provide for one years' Subsidy, to be granted at the rate of \$50,000 per annum, to line of steamers to trade between *Canada* and *West Indies*, and *Brazil*, provided a like amount be paid by the Brazilian Government, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, for Subsidy to line of steamers to run fortnightly between *France* and *Quebec*, provided the French Government appropriates a sum equal to the amount contributed by the Dominion of *Canada* for the same service, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, for Subsidy to line of steamers to run between *Liverpool* or *London* or both, and *St. John, N.B.*, and *Liverpool* or *London* or both, and *Halifax, N.S.*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Twelve thousand five hundred dollars be granted to Her Majesty, to defray Mail Subsidy to steamer between *Campbelltown* and *Gaspé*, and intermediate ports, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray Mail Subsidy for steam communication from *Port Mulgrave*, at the terminus of the Eastern Extension Railway, to *East Bay, Cape Breton*, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Halifax* and *St. Pierre*, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to provide for a Subsidy of \$1,500 a voyage, for five voyages, of steamers from *Prince Edward Island* to *Great Britain* or Continental Ports, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication from *Halifax* to *Murray Harbour* and *Charlottetown*, alternately, for the year ending 30th June, 1884.
14. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Canada* and *Antwerp*, for the year ending 30th June, 1884.
15. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Canada* and *Germany*, for the year ending 30th June, 1884.
16. *Resolved*, That a sum not exceeding One hundred and twenty-five thousand dollars be granted to Her Majesty, to defray expenses connected with maintenance and repairs of steamers "*Napoleon III*," "*Druid*," "*Newfield*," "*Sir James Douglas*," "*Northern Light*," and "*La Canadienne*," for the year ending 30th June, 1884.
17. *Resolved*, That a sum not exceeding Thirty thousand dollars be granted to Her Majesty, for the providing of a steamer to replace "*Glendon*", for the year ending 30th June, 1884.
18. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to provide for the examination of Masters and Mates, for the year ending 30th June, 1884.
19. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, for purchase of life boats, stations and life preservers; maintenance of crews, and rewards for saving life, for the year ending 30th June, 1884.
20. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to provide for investigation into wrecks and casualties, and collection of information relating to disasters of shipping, for the year ending 30th June, 1884.
21. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with Canadian registration of shipping, for the year ending 30th June, 1884.
22. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses of printing triennial list of shipping, for the year ending 30th June, 1884.
23. *Resolved*, That a sum not exceeding Thirty-eight thousand dollars be granted to Her Majesty, to defray expenses connected with *Montreal* and *Quebec Water and River Police*, for the year ending 30th June, 1884.
24. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses connected with removal of obstructions in navigable rivers, for the year ending 30th June, 1884.
25. *Resolved*, That a sum not exceeding One hundred and sixty-four thousand and twenty-five dollars be granted to Her Majesty, to defray salaries and allowances, &c., of Lighthouse Keepers, for the year ending 30th June, 1884.
26. *Resolved*, That a sum not exceeding Eighteen thousand dollars be granted to Her Majesty, to defray expenses of agencies, rents and contingencies in connection with Lighthouse and Coast Service, for the year ending 30th June, 1884.
27. *Resolved*, That a sum not exceeding Two hundred and seventy-five thousand dollars be granted to Her Majesty, to provide for maintenance and repairs to Lights, Fog-whistles, Buoys and Beacons, Humane Establishments and Provision Depots, for the year ending 30th June, 1884.
28. *Resolved*, That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty, to defray expenses in connection with *Cape Race Light*, for the year ending 30th June, 1884.
29. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to complete construction of a new Lighthouse on *Sands Head*, entrance to *Fraser River*, B.C., (Revote, \$5,000), for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses connected with construction of Lighthouse at Colchester Reef, Lake Erie, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Signal Stations, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Seven thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Scientific Institutions: Observatory, *Toronto*, \$5,250; Observatory, *Kingston*, \$500; Observatory, *Montreal*, \$500; Observatory, *New Brunswick*, \$1,500, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Forty-eight thousand dollars be granted to Her Majesty, to defray Grant for meteorological observations, including instruments and cost of telegraphing weather warnings, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Fifty-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Marine Hospitals: Marine and Immigrant Hospital, *Quebec*, \$20,000; *St. Catharines* Hospital, *Ontario*, \$500; *Kingston* Hospital, *Ontario*, \$500; Hospitals, &c., in the Provinces of *Quebec*, *Nova Scotia*, *New Brunswick*, *Prince Edward Island* and *British Columbia*, \$35,000, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses for shipwrecked and disabled Seamen, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty-two thousand dollars be granted to Her Majesty, to provide for expenses of Steamboat Inspection, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to meet expenses in connection with the Inspection of Insurance Companies, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Thursday morning;

Thursday, 3rd May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received To-morrow.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

And then The House, having continued to sit till a quarter of an hour before One of the Clock on Thursday morning, adjourned till To-morrow.

Friday, 4th May, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Hawkins*,—The Petition of the Municipal Council of the Village of *Wallaceburgh*, County of *Kent*, Ontario.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John Murray* and others, of the Parish of *Botsford*, County of *Westmoreland*, *New Brunswick*; of *J. A. F. McBain* and others, of *North* and *South Georgetown* and vicinity, County of *Chateaugay*, Province of *Quebec*; and of *J. Joseph Haylock* and others, of the Township of *Westmeath*, County of *Renfrew*, Ontario; severally praying for the adoption of such measures as will prevent the running of Railway Trains on the Lord's Day.

Of the *St. John* Board of Trade, *New Brunswick*; praying for the passing of a Bankruptcy Law for the Dominion.

Mr. *Casgrain* moved, seconded by Mr. *Ross* (*Middlesex*), and the Question being put, That the Bill to fix the rate of Interest in *Canada* be placed on the Orders of the Day for a second reading on Monday next:—It passed in the Negative.

On motion of Mr. *Pope*, seconded by Mr. *Carling*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend The Patent Act of 1872," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the House again in the Committee of Supply;

And the Question being proposed, That Mr. Speaker do now leave the Chair;

And a Debate arising thereupon;

And it being Six o'Clock, P. M., Mr. Speaker left the Chair, to resume the same at half-past Seven o'Clock, P. M.

Half-past Seven o'Clock, P. M.

Private Bills under Rule 19.

The House, according to Order, proceeded to take into consideration the Amendment made by the Senate to the Bill, intituled: "An Act to incorporate the *Qu'Appelle*, *Long Lake* and *Saskatchewan* Railroad and Steamboat Company," and the same was twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendment.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate the *Quebec* and *James' Bay* Railway Company," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act respecting County Court Judges in the Province of Ontario," to which they desire the concurrence of this House.

Also, the Senate have passed a Bill, intituled: "An Act respecting the High Court of Justice for Ontario," to which they desire the concurrence of this House.

Also, the Senate have passed a Bill, intituled: "An Act to make provision for the taking of evidence in relation to Criminal matters pending in Courts of Justice in any other of Her Majesty's Dominions or before Foreign Tribunals," to which they desire the concurrence of this House.

Also, the Senate have agreed to the Amendments made by this House to the Bill, intituled: "An Act to amend the Act to incorporate the North Western Bank," without any amendment.

Also, the Senate have passed the Bill, intituled: "An Act to amend the Act to incorporate the Chignecto Marine Transport Railway Company (Limited)," with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: "An Act to amend an Act respecting the Credit Valley Railway Company, with an Amendment, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: "An Act to amend and consolidate the Acts respecting the Customs," with several Amendments, to which they desire the concurrence of this House.

And also, the Senate have passed the Bill, intituled: "An Act for the better prevention of Fraud in relation to Contracts involving the expenditure of public money," with several Amendments, to which they desire the concurrence of this House.

The House then resumed the Debate on the Question, That Mr. Speaker do now leave the Chair (for the House again in the Committee of Supply.)

And The House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 5th May, 1883.

And the Question being put;

Ordered, That Mr. Speaker do now leave the Chair.

The House accordingly again resolved itself into the said Committee.

(In the Committee.)

1. Resolved, That a sum not exceeding Sixteen thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with the Canada Central Railway Subsidy—Canadian Pacific Railway, for the year ending 30th June, 1884.

2. Resolved, That a sum not exceeding Three hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the Canadian Pacific Railway, Prince Arthur's Landing to Red River, for the year ending 30th June, 1884.

3. Resolved, That a sum not exceeding Three million five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the Canadian Pacific Railway, British Columbia, for the year ending 30th June, 1884.

4. Resolved, That a sum not exceeding Thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the Canadian Pacific Railway Station accommodation, for the year ending 30th June, 1884.

5. Resolved, That a sum not exceeding Five millions five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the Subsidy to the Canadian Pacific Railway Company, for the year ending 30th June, 1884.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*.

Resolved, That Government Orders, shall have precedence on Saturday.

And then The House, having continued to sit till twenty-five minutes before Two of the Clock on Saturday morning, adjourned till this day.

Saturday, 5th May, 1883.

Three o'Clock, P.M.

PRAYERS.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th April, 1883, for a Return shewing the cost of the Cartridge Factory at *Quebec*, since its first establishment, and the names and salaries of all the officers and employes, with the value and quantity of the ammunition manufactured. (*Sessional Papers*, No. 99.)

And also, Return to an Order of this House, dated 16th April, 1883, for a Return shewing the number of officers, non-commissioned officers and men, who received instruction in "A" and "B" Batteries, in each year since their establishment; the number awarded a certificate of qualification in each year, and the entire cost per annum of each Battery for the same time. (*Sessional Papers*, No. 31e.)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, delivered to Mr. Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered) and is as followeth:—

LORNE.

The Governor General transmits to the House of Commons, Supplementary Estimates of Sums required for the service of the Dominion, for the year ending 30th June, 1883; and, in accordance with the provisions of "The British North America Act, 1867," he recommends these Estimates to the House of Commons. (*Sessional Papers*, No. 1.)

GOVERNMENT HOUSE,
OTTAWA, 5th May, 1883.

On motion of Sir *Leonard Tilley*, seconded by Mr. *Bowell*,

Ordered, That the said Message, together with the Estimates accompanying the same, be referred to the Committee of Supply.

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd April, 1883, for a Statement shewing:

1st. The amount of duties collected, between the 15th March, 1879, and the 1st January, 1883, on the Cereals comprised under the head of "Grain and products of Grain," in the Trade and Navigation Returns of *Canada*; the total quantity of grain and products of grain imported;

2nd. The quantity of grain and products of grain imported and entered for consumption in *Canada* during the years 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881 and 1882; also Statement of quantity of grain and products of grain exported during the same years. (*Sessional Papers, No. 100.*)

Also, Return to an Order of this House, dated 28th March, 1883, for copies of all correspondence between the Minister of Marine and Fisheries or his Deputy, and any person or persons concerned in the employment of the Government Steamer *Newfield* in aiding the wrecked Steamship *Moravian*; also, a Statement of the number of days during which the said *Newfield* was employed; the remuneration agreed upon, and the amount received by the Government for said services. (*Sessional Papers, No. 101.*)

Also, Return to an Order of this House, dated 20th March, 1883, for a Return of leases or licenses to fish on rivers in the Province of *New Brunswick*, granted by the Department of Marine and Fisheries, and the annual rent received on each; the number of leases or licenses cancelled, or surrendered, and shewing up to what date the annual rents have been paid. (*Sessional Papers, No. 37a.*)

And also, Return to an Order of this House, dated 6th March, 1883, for a Return of the instructions issued to the Inspectors and other officers of the Fisheries, as to the enforcement of the Order in Council of June 11th, 1879, whereby fishing for salmon in the Dominion of *Canada*, excepting under the authority of lease or license from the Department of Marine and Fisheries, was prohibited, the number of seizures and informations laid before Justices of the Peace against parties fishing without such lease or license; the number of convictions obtained; also a Statement of suits brought against Fishery Officers for trespass and assault, in endeavoring to enforce the said Order in Council, and the amount of damages (if any) recovered in each case. (*Sessional Papers, No. 37b.*)

Ordered, That Mr. *Bowell* have leave to bring in a Bill respecting the Harbour Master of the Harbour of *Three Rivers*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

A Bill to consolidate and amend the several Acts respecting the Inland Revenue, was, according to Order, read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

1. Resolved, That a sum not exceeding Seven hundred and seventy-nine thousand four hundred and forty dollars be granted to Her Majesty, to defray the following expenses in connection with Salaries and Contingent Expenses of the several Ports, under Customs: In Province of *Ontario*, \$237,995; in Province of *Quebec*, \$198,620; in Province of *New Brunswick*, \$89,765; in Province of *Nova Scotia*, \$106,260; in Province of *Manitoba*, \$40,650; in Province of *North West Territories*, \$8,000; in Province of *British Columbia*, \$26,350; in Province of *Prince Edward Island*, \$20,800;

To cover any unforeseen changes it may appear necessary to make in staff, \$5,000; Salaries and travelling expenses of Inspectors of Ports, and travelling expenses of other officers on inspection, \$18,000; Contingencies of head office, covering printing, stationery, advertising, telegraphing, &c., for the several Ports of Entry, \$13,000; To meet expenditure in connection with the Board of Customs and Outside Detective Service, including \$800 salary of the Commissioner of Customs as Chairman of the Board, \$15,000, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding One hundred and ten thousand one hundred dollars be granted to Her Majesty, to defray salaries and disbursements of Fishery Overseers and Wardens: *Ontario*, \$13,500; *Quebec*, \$16,000; *Nova Scotia*, \$16,500; *New Brunswick*, \$13,000; *Prince Edward Island*, \$3,500; *British Columbia*, \$2,600; *Manitoba*, *Keewatin* and *North West Territories*, \$4,000; Fish-breeding, Fishways and Oyster Beds, \$35,000; To provide for legal and incidental expenses connected with the Fisheries, \$1,000; Advertising, \$1,000; Fish Hatchery, *British Columbia*, (*Revote*), \$4,000; for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Forty thousand dollars be granted to Her Majesty, to defray expenses in connection with completion and construction of Light-houses and Fog Alarms, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Two hundred and eighty-eight thousand three hundred and eighty dollars be granted to Her Majesty, to defray the following expenses: Salaries of Officers and Inspectors of Excise, including salaries of those employed on probation, \$203,680; to provide for improvement of classification under provisions of new Civil Service Act, subject to results of Excise examinations, \$14,100; to provide for increase of pay of Chief Officers at large distilleries and factories, \$1,600; Travelling expenses, rent, fuel, stationery, &c., \$44,000; to pay Collectors of Customs allowance on duties collected by them, \$3,500; Preventive Service, \$6,500; to provide for the cost of obtaining stamps, and for the stamping of Imported and Canadian tobacco, under the provisions of 43 *Victoria*, chapter 19, and for other expenditure in connection with the securing of the duty on tobacco, \$12,000; *Special*,— To enable the Department to purchase wood, naptha and similar articles, for issue to Bonded Manufacturers, under provisions of 43 *Victoria*, chapter 19, section 21, the cost of which will be recouped by the manufacturers to whom they are supplied, \$2,000; Commission to sellers of stamps for *Canada* twist tobacco, \$1,000, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Sixty-seven thousand three hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Culling Timber: *Quebec* Office: 1 Supervisor, \$2,000; 1 Deputy Supervisor and Book-keeper, \$1,600; 1 Cashier, \$1,400; 3 Specification Clerks, \$1,800; 1 Messenger, \$400; 8 Specification Clerks, &c.—1 at \$1,000, 2 at \$700, 3 at \$600, 2 at \$550, (8 months), \$5,300; 1 Assistant Book-keeper, \$1,100; Pay of Cullers, \$45,000; Contingencies, \$4,000; *Montreal* Office: 1 Deputy Supervisor, \$900; 2 Book-keepers and Specification Clerks, \$1,000; Pay of Cullers, \$2,500; Contingencies, \$300, for the year ending 30th June, 1884.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received on Monday next.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, on Monday next, again resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate, by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:—

Bill intituled: "An Act to incorporate 'The Grange Trust (Limited).'"

Bill intituled: "An Act to amend the Act to incorporate the Northern, North-Western and Sault Ste. Marie Railway Company, and to change the name of the said Company to the Northern and Pacific Junction Railway Company."

Also, the Senate have passed the Bill, intituled: "An Act to incorporate 'The Pacific and Peace River Railway Company,'" with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: "An Act to incorporate the Saskatchewan and North-Western Railway Company," with several Amendments, to which they desire the concurrence of this House.

And also, the Senate have passed the Bill, intituled: "An Act to unite the Winnipeg and Hudson's Bay Railway and Steamship Company and the Nelson Valley Railway and Transportation Company into one Corporation, under the name of 'The Winnipeg and Hudson's Bay Railway and Steamship Company,'" with several Amendments, to which they desire the concurrence of this House.

And then The House adjourned till Monday next.

Monday, 7th May, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table:—

By Mr. Hay,—The Petition of John Cathcart Hutchison,, of the City of Toronto.

By Mr. Foster,—The Petition of Isabella Murray and others, of the Province of Ontario.

Pursuant to the Order of the Day, the following Petition was read and received:—

Of the Municipal Council of the Village of Wallaceburg, County of Kent, Ontario; praying for the passing of an Act to regulate the rate of speed of steamers and other vessels on the River Sydenham, passing through the said Village; and also to require owners of steam vessels to place wire screens over the smoke stacks, to prevent the escape of sparks or cinders therefrom.

On motion of Sir John A. Macdonald, seconded by Sir Charles Tupper, Ordered, That the Bill from the Senate, intituled: "An Act respecting the High Court of Justice for Ontario," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Sir John A. Macdonald, seconded by Sir Charles Tupper, Ordered, That the Bill from the Senate, intituled: "An Act respecting County Court Judges in the Province of Ontario," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Sir John A. Macdonald, seconded by Sir Charles Tupper, Ordered, That the Bill from the Senate, intituled: "An Act to make provision for the taking of evidence in relation to Criminal matters pending in Courts of Justice in any other of Her Majesty's Dominions or before Foreign Tribunals," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

Sir John A. Macdonald, a Member of the Queen's Privy Council, laid before the House the following Mining Regulations:—

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS,
OTTAWA, 19TH APRIL, 1883.

Regulations to govern the disposal of Mineral Lands other than Coal Lands.

1. These regulations shall be applicable to all Dominion Lands containing mines of gold, silver, cinnabar, lead, tin, copper, iron, or other mineral deposit of economic value, with the exception of coal.

2. Any person may explore vacant Dominion Lands not appropriated or reserved by Government for other purposes, and search therein, either by surface or subterranean prospecting, for mineral deposits, with a view to obtain under these regulations a mining location for the same.

3. A location for mining, excepting for iron, shall not exceed twenty acres in area. Its surface boundaries shall be straight lines not more than four in number. Its length shall not be more than three times its breadth.

Its boundaries beneath the surface shall be the vertical planes in which its surface boundaries lie.

4. Any person having discovered a mineral deposit, and desiring to be protected in his claim to acquire a mining location, under these regulations, in order that he may work the same, shall, to entitle him to such protection, proceed as follows:

He shall mark the location on the ground by placing at its four corners wooden posts, not less than four inches square, driven not less than eighteen inches into the ground, and showing that length above it. If the ground be too rocky to admit of so driving the posts into it, he shall build about each of them to support it and keep it in place, a cairn or mound of stones, at least three feet in diameter at the base, and eighteen inches high. On the most north-easterly post he must mark with a cutting instrument, or with red chalk, his name in full, the date of such marking, and the letters ML. 1., to indicate that the post is a Mining Location post No. 1. Proceeding next to the most south-easterly post it shall be marked ML. 2., and with his initials. Next, the most south-westerly post shall be marked ML. 3., and with his initials; and lastly, the most north-westerly post with his initials and the letters ML. 4. Furthermore, on one of the faces of each post, which face shall in the planting thereof be turned toward the post which next follows it in the order in which they are here named and numbered, there shall be marked in figures the number of yards distance to such next following post. If means of measurement are not available, the distances to be so marked on each of the posts may be those estimated.

(In this manner any subsequent prospector, informed of these regulations, will, on meeting any one of the posts, be enabled to follow them all round, from one to another, and avoid encroachment either in search or in marking out another location in the vicinity for himself.)

5. Having so marked out on the ground the location he desires, the claimant shall next, within sixty days thereafter, file with the local agent in the Dominion Land Office for the district in which the location is situate, a declaration on oath according to form A in the schedule to these Regulations (which may be sworn to

before the said agent, or may have been previously sworn to before a Justice of the Peace or Commissioner) setting forth the circumstances of his discovery, and describing, as nearly as may be, the locality and dimensions of the claim marked out by him as aforesaid; and shall, along with such declaration, deposit with the Agent the sum of fifty dollars to the end and for the purpose set forth in the second clause hereafter.

6. The Agent shall give him a receipt, according to form B in the schedule to these Regulations, for such deposit, and this receipt shall authorize the applicant, his legal representatives or assigns, to enter into possession of the location applied for, and during the term of one year from its date and subject to the royalty prescribed in clause 19 of these Regulations, to take therefrom and dispose of any mineral deposit contained within its boundaries.

7. The deposit of fifty dollars shall be paid into the Receiver General by the Land Agent, along with and in like manner as other revenue from *Dominion* Lands in his district, and in the event of the mining applicant fulfilling all the conditions prescribed by these Regulations, the said deposit shall be deemed payment by him to the Government for the survey of his location.

8. At any time before the expiry of one year from the date of his making his application and deposit as aforesaid, it shall be open to the applicant to purchase the location on filing with the Local Agent proof that he has expended not less than five hundred dollars in *bona fide* mining operations on the same, such proof to consist of his own sworn statement, setting forth in detail the nature of such operations and the amount expended, and to be accompanied and confirmed by the affidavits of two disinterested persons.

9. Should the applicant, or his legal representatives as aforesaid, fail to prove within one year, the expenditure prescribed, or having proved such expenditure, fail within that time to pay in full, and in cash, to the Local Agent, the price herein after fixed for such mining location, then any right on the part of the applicant or of his legal representatives in the location, or claim on his or their part to acquire it, shall lapse; and the location shall thereupon revert to the Government and shall be held along with any immovable improvements thereon for disposal, under these regulations, to any other person, or as the Minister of the Interior may direct, and the deposit paid by the applicant shall be forfeited to the Crown.

10. The price to be paid for a mining location shall be at the rate of twenty-five dollars per acre.

11. If, on account of its remoteness or other cause, a mining location cannot, at the time of the payment of the deposit of fifty dollars by the applicant for the purpose, be surveyed by the Government for that sum, he shall be subject to the alternative of waiting until the employment of a surveyor by the Government on other work in the vicinity of the claim, renders it possible to have the survey made at a cost not exceeding fifty dollars, or of sooner procuring at his own cost its survey by a duly commissioned surveyor of *Dominion* Lands, under instructions from the Surveyor General; in the latter case, on receipt of the plans and field-notes of the survey and approval thereof by the Surveyor General, the claimant shall be credited on account of royalty due, or to become due, with the fifty dollars deposited by him to defray cost of survey.

12. Where two or more persons lay claim to the same mining location the right to acquire it shall be in him who can prove he was the first to discover the mineral deposit involved, and to take possession by demarcation, in the manner prescribed in these regulations, of the location covering it.

13. Priority of discovery alone shall not give the right to acquire; but a person subsequently and independently discovering, who has complied with the other conditions prescribed in these regulations, shall take precedence of the first discoverer if the latter has failed to comply with the said other conditions. Provided, however, that in any case where it is proved that a claimant has in bad faith used the prior discovery of another and fraudulently affirms that he made independent discovery

and demarcation, he shall, apart from any other legal consequences, have no claim, and shall forfeit the deposit made with his application.

14. Not more than one mining location shall be granted to any individual applicant.

15. The Minister of the Interior may grant a location for the mining of iron not exceeding 160 acres in area. Provided that should any person making an application purporting to be for the purpose of mining iron, and thus obtain, whether in good faith or fraudulently, possession of a valuable mineral deposit other than iron, his right in such deposit shall be restricted to the area hereinbefore prescribed for other minerals, and the rest of the location shall thereupon revert to the Government for such disposition as the Minister of the Interior may direct.

16. When there are two or more applicants for any mining location, no one of whom is the original discoverer, nor his assignee, the Minister of the Interior, if he sees fit to dispose of the location, shall invite their competitive tender, or shall put it up to public tender, or auction, as he may deem expedient.

17. An assignment of the right of an original discoverer to purchase a mining location shall be endorsed on the back of the receipt or certificate of assignment, (Forms B and C, in the schedule hereto), and the execution thereof shall be attested by two disinterested witnesses; upon the deposit of the receipt or certificate with such assignment executed and attested as herein provided, in the office of the Local Agent, accompanied by a registration fee of two dollars, the Local agent shall give to the assignee a receipt in the Form C in the schedule hereto, which certificate shall entitle the assignee to all the rights and privileges of the original discoverer in respect to the claim assigned; and the said assignment, with the registration fee of two dollars, shall be forwarded to the Minister of the Interior by the Local Agent, at the same time and in like manner as his other returns respecting Dominion Lands, and shall be registered in the Department of the Interior; and no assignment of the right of an original discoverer to purchase a mining location which is not unconditional and in all respects in accordance with the provisions of this clause, and accompanied by the registration fee herein provided for, shall be recognized by the Local Agent or registered in the Department of the Interior.

18. If application be made under the next preceding clause, by the assignee of an original discoverer, to purchase a mining location, and such claim is duly recognized and registered as hereinbefore provided, such assignee shall, by complying with all the provisions of clause 8, become entitled to purchase the location for the price and on the terms prescribed in these regulations, whether or not his assignor may have previously acquired a mining location under them.

19. The patent for a mining location shall reserve to the Crown, for ever, a royalty of five per cent. on the sales of the products of all mines therein; and also on the sales of any timber or wood that may be on the location.

20. Returns shall be made by the grantee sworn to by him, or by his agent or other employee in charge of the mine, at monthly or such other intervals as may be required by the Minister of the Interior, of all products of his mining location and of the price or amount he received for the same.

21. The Minister of the Interior may direct mining locations to be laid out wherever, from report of the Director of the Geological Survey or from other information, he has reason to believe there are mineral deposits of economic value, and may sell the same to applicants therefor, who, in his opinion, are able and intend in good faith to work the same; or he may from time to time cause the said locations to be sold by public auction or tender. Such sales shall be for cash, and at prices in no case lower than those prescribed for locations sold to original discoverers, and shall otherwise be subject to all the provisions of these regulations.

LINDSAY RUSSELL,

Deputy of the Minister of the Interior.

SCHEDULE TO MINING REGULATIONS.

FORM A.—DISCOVERER'S APPLICATION AND AFFIDAVIT.

I, (A.B.) of hereby apply under the Dominion Lands Mining Regulations, for a Mining Location in (here give general description of locality) for the purpose of mining for (here name the metal or material) and I hereby solemnly swear:—

1. That I have discovered therein a deposit of (here name the metal or mineral)
2. That I am to the best of my knowledge and belief the first discoverer of the said deposit.
3. That I am unaware that the land is other than vacant Dominion Lands.
4. That I did, on the day of mark out on the ground, in accordance in every particular with the provisions of clause four of said Mining Regulations, the location for which I make this application; and that in so doing I did not encroach on any mining location previously laid out by any other person.
5. That the said mining location contains, as nearly as I could measure or estimate, an area of acres, and that the description (and sketch, if any,) of this date hereto attached, signed by me, set forth in detail to the best of my knowledge and ability its position, form and dimensions.
6. That I make this application in good faith to acquire the land for the sole purpose of mining to be prosecuted by myself, or by myself and associates, or by my assigns.

Sworn before me at this day of (Signature)

FORM B.—RECEIPT FOR DEPOSIT BY APPLICANT FOR MINING LOCATION.

No.....

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
Agency 18

RECEIVED from (A.B.) of Fifty Dollars, being payment by him of the deposit required by Clause five of the Dominion Lands Mining Regulations accompanying his application No. , dated 18 for a Mining Location in (insert general description of locality).

This receipt authorizes the said (A.B.) his legal representatives or assigns, to enter into possession of the said Mining Location, and during the term of one year from the date of this receipt, and subject to the royalty prescribed in Clause nineteen of Mining Regulations, to take therefrom and dispose of any mineral deposit contained within its boundaries, and on due compliance at any time within that period with the several requirements in that behalf of the said Mining Regulations, entitles him or them to purchase the said Location which, provisionally, and until survey thereof, may be known and described as follows: (Insert description in detail.)

If the said A.B., or his legal representatives or assigns, fail to comply, as afore-said, with the conditions that would entitle them to purchase within one year from

this date, or, having so complied, do not within that time make payment in full for the land, then the right to purchase shall lapse, and the Mining Location shall revert to the Government, to be otherwise disposed of as may be directed by the Minister of the Interior.

Agent of Dominion Lands.

FORM C.—CERTIFICATE OF THE ASSIGNMENT OF A MINING LOCATION.

No.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
Agency 18

This is to certify that (B.C.) of 18 , has filed an assignment in due form, dated 18 , and accompanied by a registration fee of two dollars, of the right of (A.B.) of 18 to purchase the mining location in (here insert general description of locality) applied for by the said A.B. on the 18

This certificate entitles the said B.C., or his legal representatives or assigns, to all the rights and privileges of the original discoverer, A.B., in respect of the claim assigned and hereinafter described; that is to say, to enter into possession of the said mining location, and during the term of one year from the date of the receipt No., granted to the said A.B., dated the day of 18 , and subject to the royalty prescribed in clause nineteen of the Mining Regulations, to take therefrom and dispose of any mineral deposit contained within its boundaries, and on due compliance at any time within that period with the several requirements in that behalf of the said Mining Regulations, entitles him or them to purchase the said location, which provisionally, and until survey thereof, may be known and described as follows:—(Insert description in detail.)

If the said B.C., or his legal representatives or assigns, fail to comply as aforesaid with the conditions that would entitle them to purchase within one year of the date of the receipt granted to A.B., and now deposited with me, or, having so complied, do not within that time make payment in full for the land, then the right to purchase shall lapse, and the Mining Location shall revert to the Government to be otherwise disposed of as may be directed by the Minister of the Interior.

Agent of Dominion Lands.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to amend the Act to incorporate the *Chignecto* Marine Transport Railway Company (Limited)," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate the *Pacific* and *Peace* River Railway Company," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to incorporate the *Saskatchewan* and *North-Western Railway Company*," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to unite the *Winnipeg* and *Hudson's Bay Railway and Steamship Company* and the *Nelson Valley Railway and Transportation Company* into one Corporation, under the name of '*The Winnipeg* and *Hudson's Bay Railway and Steamship Company*,'" and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to amend 'An Act to incorporate the *Missionary Society of the Wesleyan Methodist Church in Canada*,'" and the same were read.

Ordered, That the said Amendments be referred to the Select Standing Committee on Miscellaneous Private Bills.

The House, according to Order, proceeded to take into consideration the Amendment made by the Senate to the Bill, intituled: "An Act to amend an Act respecting the *Credit Valley Railway Company*," and the same was read.

Ordered, That the said Amendment be referred to the Select Standing Committee on Railways, Canals and Telegraph Lines.

On motion of Mr. *Brecken*, seconded by Mr. *Hackett*,

Ordered, That there be laid before this House, copies of all Petitions, letters and other correspondence between the Government and any other parties, relating to the erection of Signal Stations at the Lighthouses at North Cape and East Point, in the Province of *Prince Edward Island*, and the construction of two short lines of Telegraph connecting the same with the Telegraph system of *Prince Edward Island* and the Dominion of *Canada*, with a view to lessen the dangers of navigation in the *Gulf of St. Lawrence*.

Mr. *Brecken* moved, seconded by Mr. *Hackett*, and the Question being proposed, That the Report of the Select Committee appointed to consider the question of Steam Communication between *Prince Edward Island* and the Mainland in Winter and Summer be concurred in; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

Mr. *Woodworth* moved, seconded by Mr. *Allison*, and the Question being proposed, That there be laid before this House, copies of all correspondence and instructions between and from any Member of the Government from and to one *Amos Rowe*, assumed proprietor of the *Winnipeg Times* Newspaper, having reference to the course the said *Winnipeg Times* Newspaper or the said *Amos Rowe* should pursue in the last General Local Election for the Province of *Manitoba*, and also the course the said *Amos Rowe* should pursue in reference to the Tariff, and the charges he should prefer in his Newspaper against the Hon. *Edgar Dewdney*, Lieutenant-Governor of the *North-West Territories*; And a Debate arising thereupon:—The said Motion was, with leave of the House, withdrawn.

On motion of Mr. Scott, seconded by Mr. Royal,

Resolved, That an humble Address be presented to His Excellency the Governor General, praying His Excellency to cause to be laid before this House, copies of all correspondence between the Provincial Agricultural and Industrial Society of *Manitoba*, the Board of Agriculture of *Manitoba* and the Department of the Interior, the Department of Agriculture and any other Department of the Government, on the subject of a grant of land in the City of *Winnipeg*, for Exhibition purposes.

Ordered, That the said Address be presented to His Excellency by such Members of this House as are of the Queen's Privy Council.

On motion of Mr. Scott, seconded by Mr. Woodworth,

Ordered, That there be laid before this House, copies of correspondence, if any, between the Mayor and Council of *Winnipeg*, and the Government, in reference to a grant or lease of the land at Fort *Osborne* to the City, for Park purpose.

On motion of Mr. Laurier, seconded by Mr. Casgrain,

Ordered, That there be laid before this House, a Statement of the total amounts of premiums of insurance against fire collected, and of losses paid, during each of the years 1880, 1881 and 1882, in each of the following Cities: *Montreal*, *Quebec*, *Toronto*, *Hamilton*, *Ottawa*, *Halifax* and *St. John, N.B.*, by the several Insurance Companies authorized to do business in this Country.

On motion of Mr. Bourassa, seconded by Mr. Rinfret,

Ordered, That there be laid before this House, copies of all Reports made by any Government Engineer, upon the present condition of the old Barracks and other buildings now belonging to the Government, on *Ile Aux Noix*, and at the Town of *St. John's*, County of *St. John's*, Province of *Quebec*.

On motion of Mr. Lister, seconded by Mr. Springer,

Ordered, That there be laid before this House, a copy of all correspondence between the Government and one *A. Dingman*, or any other person or persons, relating to the sale of the Oak Timber growing on *Walpole Island*, to one *Tennant*, a copy of the contract of sale, a copy of any offer or offers that may have been made by any person or persons other than said *Tennant*, to purchase the said Oak; a copy of the instructions given by the Government to the Local Indian Agent and to the said *Dingman*, or either of them, concerning such sale, together with all petitions or letters received by the Government from Indians on the Island or others, before or since such sale, touching the same.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:

Bill intituled: "An Act further to amend the Act respecting the Harbour of "*Pictou*"

Bill intituled: "An Act to amend and continue in force the Act incorporating "the *Grafton* Harbour Company, and for other purposes."

Bill intituled: "An Act further to amend the Acts relating to the *New Brunswick* "Railway Company."

The House, according to Order, again resolved itself into a Committee on the Bill to amend "The Dominion Elections Act, 1874," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ives* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act for the better prevention of fraud in relation to contracts involving the expenditure of public moneys," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House,—Abstract of Life and Accident Insurance in *Canada*, for the year 1882. (*Sessional Papers*, No. 12b.)

The Order of the Day being read, for the second reading of the Bill to provide for the admission of Graduates of the Royal Military College to the profession of Dominion Land Surveyors;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for the second reading of the Bill to amend the Act for the final settlement of claims to lands in *Manitoba* by occupancy, under the Act 33 *Victoria*, Chapter 3;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for the second reading of the Bill to amend the Act respecting Roads and Road allowances in *Manitoba*;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for To-morrow.

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 9th April, 1883, for a Statement in Trade and Navigation Tables for the importation into *Manitoba* and the *North West*, of agricultural implements;—also of waggons, sleighs and carriages, from the 30th June, until 31st December last. (*Sessional Papers*, No. 103.)

Also, Return to an Order of this House, dated 9th April, 1883, for a Statement in the same form, as near as may be, of the Trade and Navigation Tables of all agricultural implements, carriages, waggons and sleighs shipped in bond to *Manitoba* from other Provinces of the Dominion, from 1st July to 31st December last. (*Sessional Papers*, No. 103.)

Also, Return to an Order of this House, dated 9th April, 1883, for a Statement in the form, as near as may be, of the Trade and Navigation Tables of all agricultural implements, carriages, waggons and sleighs shipped, in bond, to *Manitoba* from other Provinces of the Dominion, during the fiscal year ending the 30th June last. (*Sessional Papers*, No. 103b.)

And also, Return to an Order of this House, dated 26th February, 1883, for a Return giving a full Statement of all Coal entered ex-warehouse Free or for Exportation, during the years ending June 30th, 1881 and 1882, shewing the quantity so entered at each Port, the names of persons having entered, the quantities ex-warehouse by each person, and if exported, the name of the vessel or railroad by which exported, the place to which exported, and copies of the cancelling certificates shewing that such Coal had been landed in the Ports to which exported. (*Sessional Papers*, No. 36c.)

The Order of the Day being read, for resuming the adjourned Debate on the Question which was, on Monday the 30th April last, proposed, That there be laid before this House, copies of all Correspondence, Reports, Accounts and other papers relating to any claim made by *D. B. Woodworth* and others, for compensation for gravel said to have been taken from claimants land for use on the *Pembina* Branch of the Canadian *Pacific* Railway; together with a copy of the evidence respecting such claim taken before the Board of Dominion Arbitrators, shewing the amount claimed and the award, if any, made by said Arbitrators and what sums have been paid thereunder; And the Question being again proposed:—The House resumed the said adjourned Debate.

And the Question being put:—It was resolved in the Affirmative.

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting sums to be annually paid to the Warden and other officers and servants of any Penitentiary established under the provisions of the Bill respecting Penitentiaries.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee.

(In the Committee.)

Resolved, That it is expedient to provide that it shall be lawful for the Governor in Council, from time to time, to fix the sums to be annually paid to the Warden and the other officers and servants of any Penitentiary established under the provisions of the Bill respecting Penitentiaries,—regard being had to the number of convicts confined therein, and the consequent responsibility attaching to their offices respectively, and to the length of service and amount of labour devolved upon them; but such salaries shall not exceed the sums specified in the following Schedule:—

SCHEDULE A.

Warden, not exceeding.....	\$3,000
and not less than.....	\$1,000
Deputy Warden, not exceeding	1,400
and not less than.....	600
Chief Keeper, not exceeding.....	900
and not less than.....	500
Chaplain, not exceeding.....	1,200
and not less than.....	400
Assistant Chaplain, not exceeding.....	500
and not less than.....	300
Surgeon, not exceeding.....	1,800
and not less than.....	400
Accountant, not exceeding.....	1,000
and not less than.....	500
Schoolmaster, not exceeding.....	600
and not less than.....	250
Storekeeper, not exceeding	900
and not less than.....	400
Steward, not exceeding.....	700
and not less than.....	400

(If the above two offices be combined, the salary may be that of the Storekeeper.)

Chief Trade Instructor, not exceeding.....	1,100
and not less than.....	700
Trade Instructor, not exceeding.....	750
and not less than.....	500
Hospital Keeper, not exceeding.....	750
and not less than.....	500
Engineer, not exceeding.....	900
and not less than.....	500
Farmer and Gardener, not exceeding.....	650
and not less than.....	500
Keeper, not exceeding.....	600
and not less than.....	400
Guard, not exceeding.....	600
and not less than.....	350
Messenger, not exceeding.....	600
and not less than.....	400
Teamster, not exceeding.....	400
and not less than.....	300
Other Male Servants, not exceeding per day.....	1
Matron, not exceeding.....	550
and not less than.....	250
Deputy Matron, not exceeding.....	350
and not less than.....	200
Assistant Deputy Matron, not exceeding.....	250
and not less than.....	175
Schoolmistress, not exceeding.....	250
and not less than.....	120

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. Rykert reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. Rykert reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That it is expedient to provide that it shall be lawful for the Governor in Council, from time to time, to fix the sums to be annually paid to the Warden and the other officers and servants of any Penitentiary established under the provisions of the Bill respecting Penitentiaries,—regard being had to the number of convicts confined therein, and the consequent responsibility attaching to their offices respectively, and to the length of service and amount of labour devolved upon them: but such salaries shall not exceed the sums specified in the following Schedule:—

SCHEDULE A.

Warden, not exceeding.....	\$3,000
and not less than.....	\$1,000
Deputy Warden, not exceeding.....	1,400
and not less than.....	600
Chief Keeper, not exceeding.....	900
and not less than.....	500
Chaplain, not exceeding.....	1,200
and not less than.....	400
Assistant Chaplain, not exceeding.....	500
and not less than.....	300

Surgeon, not exceeding.....	1,800
and not less than.....	400
Accountant, not exceeding.....	1,000
and not less than.....	500
Schoolmaster, not exceeding....	600
and not less than	250
Storekeeper, not exceeding	900
and not less than	400
Steward, not exceeding.....	700
and not less than.....	400
(If the above two offices be combined, the salary may be that of the Storekeeper.)	
Chief Trade Instructor, not exceeding.....	1,100
and not less than.....	700
Trade Instructor, not exceeding.....	750
and not less than.....	500
Hospital Keeper, not exceeding.....	750
and not less than.....	500
Engineer, not exceeding.....	900
and not less than.....	500
Farmer and Gardener, not exceeding.....	650
and not less than.....	500
Keeper, not exceeding.....	600
and not less than.....	400
Guard, not exceeding.....	600
and not less than.....	350
Messenger, not exceeding.....	600
and not less than.....	400
Teamster, not exceeding.....	400
and not less than.....	300
Other Male Servants, not exceeding per day.....	1
Matron, not exceeding.....	550
and not less than	250
Deputy Matron, not exceeding.....	350
and not less than.....	200
Assistant Deputy Matron, not exceeding	250
and not less than.....	175
Schoolmistress, not exceeding.....	250
and not less than.....	120

The said Resolution, being read a second time, was agreed to.

The House, according to Order, resolved itself into a Committee on the Bill from the Senate, intituled: "An Act to amend 'The Canada Civil Service Act, 1882,'" and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Rykert reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to amend and consolidate the Acts respecting the Customs," and the same were twice read, and agreed to:

Ordered, That the Clerk do carry back the Bill to the Senate and acquaint their Honours, That this House hath agreed to their Amendments.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to amend 'The Post Office Act, 1875.'"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the second reading of the Bill to amend "An Act respecting the Offices of Receiver General and Minister of Public Works," as to the powers of the Minister of Railways and Canals;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting the regulation and collection of tolls and dues for the use of Government works constructed to facilitate the transmission of timber and lumber down rivers and streams.

(In the Committee.)

Resolved, That it is expedient to make more ample provision respecting the regulation and collection of tolls and dues for the use of Government works constructed to facilitate the transmission of timber and lumber down rivers and streams; to authorize the Governor in Council to make regulations in that behalf, to require the verification of statements respecting such matters by oath, and to impose penalties for infractions of such regulations; and to provide that timber and lumber and the products thereof shall be liable for such tolls and dues, and may be followed until the same are paid.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Rykert* reported the Resolution accordingly, and the same was read, as followeth:

Resolved, That it is expedient to make more ample provision respecting the regulation and collection of tolls and dues for the use of Government works con-

structed to facilitate the transmission of timber and lumber down rivers and streams ; to authorize the Governor in Council to make regulations in that behalf, to require the verification of statements respecting such matters by oath, and to impose penalties for infractions of such regulations ; and to provide that timber and lumber and the products thereof shall be liable for such tolls and dues, and may be followed until the same are paid.

The said Resolution, being read a second time, was agreed to.

Ordered. That Mr. Costigan have leave to bring in a Bill to make further provision respecting the Regulation and Collection of tolls on Government Timber slides and other works constructed to facilitate the transmission of timber, lumber and saw-logs.

He accordingly presented the said Bill to the House, and the same was received and read the first time ; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill from the Senate, intitled: " An Act to amend and consolidate the Laws relating to Penitentiaries " ;

The Bill was accordingly read a second time ; and committed to a Committee of the Whole House, for To-morrow.

Ordered. That the Resolution respecting Penitentiaries, agreed to by the House this day, be referred to the said Committee.

The Order of the Day being read, for the second reading of the Bill respecting the Harbour Master of the Harbour of Three Rivers ;

The Bill was accordingly read a second time ; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. Valin reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved,* That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Canada Gazette*, for the year ending 30th June, 1884.

2. *Resolved,* That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to defray expenses in connection with Miscellaneous Printing, for the year ending 30th June, 1884.

3. *Resolved,* That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with unforeseen expenditure, under Order in Council, and a detailed statement to be laid before Parliament during the first fifteen days of the next Session, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with the commutation in lieu of remission of duties on articles imported for the use of the Army and Navy, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the Government in the *North-West Territories*, including roads, bridges, ferries, and aid to schools, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses of Government in the District of *Keewatin*, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to meet expenditure to be required to put into force the Act respecting the traffic in intoxicating liquors, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to meet expenses in connection with the Consolidation of the Dominion Statutes, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to cover refunds of Superannuation abatement, when necessary, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to compensate members of the *North-West Mounted Police* for injuries received in the discharge of duty, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with the erection of Mounted Police Barracks, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to cover expenses in connection with the International Fishery Exhibition, *London*, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Surveys of Lakes *Superior* and *Huron*, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to purchase Reports and Text-books for Library, Department of Justice, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding One thousand one hundred and fifty dollars be granted to Her Majesty, to pay one-half the expense of publishing cases decided on the *British North America Act*, 1867, collected and edited by *John R. Cartwright*, Esq., for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Seventy-three thousand one hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Weights and Measures and Gas: Salaries of Inspectors and Assistant Inspectors of Weights and Measures, \$43,800; Salaries of Inspectors of Gas, \$11,300; Rent, fuel, travelling expenses, postage, stationery, &c., Weights and Measures, \$18,000, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, for the purchase and distribution of Standards of Flour, &c., and other expenditure under the Act, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Ten thousand dollars be granted Her Majesty, to defray the following expenses in connection with Minor Revenues: Department of Inland Revenue, \$8,000; Department of Interior, \$2,000, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Tuesday morning;

Tuesday, 8th May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till ten minutes after Two of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 8th May, 1883.

PRAYERS.

Sir *Hector L. Langevin*, from the Select Standing Committee on Railways, Canals, and Telegraph Lines, presented to the House the Sixteenth Report of the said Committee, which was read, as followeth —

Your Committee have had under consideration the Bill from the Senate, intituled: "An Act to incorporate the Canadian Rapid Telegraph Company (Limited)" and have agreed to report the same with an amendment.

They have also considered the Amendment made by the Senate to the Bill intituled: "An Act to amend an Act respecting the *Credit Valley* Railway Company," and recommend that the same be concurred in, with an amendment.

With reference to Clauses C and D of the said Amendment, the Committee, in accordance with Rule 63, beg leave to call the attention of the House to the fact, that no mention of these provisions is contained in the notice, or in the Petition for the said Bill.

Mr. *Ives*, from the Select Standing Committee on Miscellaneous Private Bills, presented to the House the Ninth Report of the said Committee, which was read, as followeth:—

Your Committee have considered the Amendments made by the Senate to the Bill, intituled: "An Act to amend 'An Act to incorporate the Missionary Society of the Wesleyan Methodist Church in *Canada*,'" and have agreed to the same, with the exception of the Amendment on Page 2, line 2, which your Committee recommend be not concurred in, for the following Reason, *viz.*: "That the Parliament of *Canada* not having jurisdiction in matters of civil right which belongs to the Legislatures of the Provinces, it ought not to prescribe the terms and conditions on which the conveyances are to be made to the Society, leaving all Laws in each Province to operate as to such conveyances."

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd April, 1883, for copies of all correspondence relating to the building of a Breakwater on the west side of *Liverpool Bay*, between any person or persons whomsoever; also all Petitions, all surveys and Reports by Government Engineers, with an estimated cost of the same, from 1870 to 1882. (*Sessional Papers*, No. 52b.)

And also, Return to an Address to His Excellency, dated 21st February, 1883, for a Return of all information obtained through Reports from Officers of the Government, correspondence with the Imperial Authorities, or otherwise, in reference to the duration of the season of navigation at *Hudson's Bay*, shewing, in so far as has been ascertained, the dates at which the Straits are sufficiently open to admit of the passage of steamers or sailing vessels, the soundings, so far as taken, and the extent to which the Bay freezes over, whether wholly or only to the distance of a few miles from the shores;

Also, of all Reports and documents bearing on the probable resources of *Hudson's Bay*, showing approximately the numbers and value of whales, seals, walruses and porpoises annually captured in its waters, whether the rumours as to the abundance of codfish in various parts of the Bay have been authenticated, and what Rivers on its Eastern Coast, are the best adapted for the industry of Salmon fishing;

Also, of all Reports on the mineral resources of the regions about *Hudson's Bay* and the Islands therein, shewing where coal has been found, and in what sections the ores of Iron, Copper and Lead as well as of the precious metals are known to occur;

Also, a Map of *Hudson's Bay* and *Straits* with all the latest surveys set down thereon. (*Sessional Papers*, No. 104.)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th April, 1883, for a Return of all correspondence had from January 1st, 1877, to March 31st 1883, between the Department of Marine and Fisheries at *Ottawa*, and the Inspector of Fisheries for the Province of *New Brunswick*, and of all Reports made to the Department by the said Inspector, in reference to the claim of ex-overseer *Amos Perley*, of *Chatham*, for services in connection with the Smelt Fishery of *Miramichi*, in the years 1876, 1877 and 1878. (*Sessional Papers*, No. 37d.)

Mr. *Bowell*, also laid before the House,—Certified Copy of a Report of the Honourable the Privy Council, approved by His Excellency the Governor in Council, on 2nd May, 1883, respecting an appropriation of at least \$50,000, for a Bounty to Fishermen. (*Sessional Papers*, No. 37c.)

Mr. *Massue*, from the Select Committee appointed to enquire as to the necessity of passing a Law to prevent Fraud in the manufacture of Agricultural Fertilizers, presented to the House the Report of the said Committee, which was read, as followeth:—

Your Committee beg leave to report that they have obtained information from various Agriculturalists and others, a synopsis of whose evidence is appended to this Report.

That this evidence shews clearly that Agricultural Fertilizers are undoubtedly adulterated.

Your Committee would, therefore, recommend that some legislation be enacted for the purpose of removing the evil now existing.

SYNOPSIS of Reports received in Reply to Circulars issued *re* Agricultural Fertilizers' Purity.

1	Daniel McFarlane.....	Secretary, Agricultural Society, Huntington, P.Q.	Certificate should be granted with sale.
2	James A. Cochrane.....	Cattle Breeder, Compton, Quebec.	Manufacturers should be compelled to furnish analysis.

SYNOPSIS of Reports received in Reply to Circulars issued *re* Agricultural Fertilizers' Purity.—Continued.

3	J. M. Browning.....	Elmhurst, Longueuil, Que...	A law should be passed to show that agriculturalists get what they purchase.
4	W. Hargraft.....	Cobourg, Ont., Grain buyer.	Have never heard of adulteration.
5	Lyman, Sons & Co., Manufacturers.	Montreal, Que.....	So far as we know, they are pure.
6	R. Windatt.....	Secretary, West Durham Agricultural Society.	Generally supposed to be pure, but ought to be sold by analysis.
7	Wm. Brown.....	Professor of Agriculture and Farm Manager, Ontario Agricultural College.	The appointment of a public analyst to whom purchasers could send samples.
8	Basile Vannier.....	Sec-Treasurer, Agricultural Society, Co. Chateaugay.	The fertilizers distributed last year were considered to be pure, but no great results appeared from its use.
9	J. J. H. Marsau.....	L'Assomption.....	Would suggest the appointment of a reliable chemist to analyze.
10	John Ferguson, M.P.....	Welland, Ont.....	A competent inspector should be appointed by the Government.
11	Ralph Kalar.....	Stamford, Co. Welland.....	Suggests that an inspector be appointed by Government to examine all fertilizers.
12	F. M. Beamish.....	Port Hope, Ont.....	They are in no case adulterated.
13	John A. Bruce & Co.....	Hamilton, Ont., Seedsmen..	Give descriptions of various fertilizers, where manufactured, and the kind they sell, but nothing more.
14	J. A. Simmers.....	Toronto, Ont., Seedsmen.....	Suggest kinds best in use, and also that every manufacturer should hand analysis of fertilizers he sells to all purchasers.
15	John Foot.....	Secretary, Agricultural Society, East Durham.	Urges the appointment of inspectors of all artificial manures.
16	.....	.....	Recommending employment of chemist by Government to obtain samples, and analyze same.

Sir Leonard Tilley moved, seconded by Mr. *Bowell*, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting a loan of \$100,000 to the *Quebec* Harbour Commissioners, towards the completion of the *Lévis* Graving Dock.

Sir Leonard Tilley, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

Sir Leonard Tilley moved, seconded by Mr. *Bowell*, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting the rate of interest payable by the *Quebec* Harbour Commissioners on certain sums advanced to them.

Sir Leonard Tilley, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

The Order of the Day being read, for the third reading of the Bill from the Senate, intituled: "An Act to amend The *Canada Civil Service Act, 1882*";

Sir *Hector L. Langevin* moved, seconded by Sir *Charles Tupper*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Laurier*, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding" to sub-section 3 of 34, in section 6 the words 'where the public interest require;' "but appointments made under this sub-section other than those of City Postmasters and City Collectors shall be made only on report giving the reasons therefor;" inserted instead thereof;

And the Question being put on the Amendment:—It passed in the Negative.

Then the main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. Resolved, That a sum not exceeding One hundred and seventy-one thousand seven hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with increased accommodation at *St. John*, Intercolonial Railway, for the year ending 30th June, 1884.

2. Resolved, That a sum not exceeding Twelve thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Halifax* Extension, Intercolonial Railway, as follows: Wharf and Elevator, Bunker Coal Wharf, Extension to *Halifax*, *T. Bentley*, for land, Land and Damages, &c., for the year ending 30th June, 1884.

3. Resolved, That a sum not exceeding Two hundred and sixty-eight thousand six hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Rolling Stock, Intercolonial Railway, for the year ending 30th June, 1884.

4. Resolved, That a sum not exceeding One hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *St. Charles* Branch and ferry between *Lévis* and *Quebec*, Intercolonial Railway, for the year ending 30th June, 1884.

5. Resolved, That a sum not exceeding One hundred and eighty-eight thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Cape Traverse* Railway, *Prince Edward Island*, for the year ending 30th June, 1884.

6. Resolved, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with surveys and inspection of Railways, for the year ending 30th June, 1884.

7. Resolved, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with Railway Statistics, for the year ending 30th June, 1884.

8. Resolved, That a sum not exceeding Eighty-five thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with expenditure to recoup Town of *Pembroke* for change of route, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Lachine Canal*, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Two hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Cornwall Canal*, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding One hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of an entrance and lock at head of *Rapide Plat Canal*, *Williamsburg Canal*, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding One hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *St. Lawrence River and Canals*, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Three hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Murray Canal*, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Six hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Welland Canal*, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Twenty-four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the construction of a raceway between the feeder and *Chippewa River*, *Welland Canal*, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Two hundred and forty-six thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of locks and the improvement of navigation between *Lakefield* and *Balsam Lake*, *Trent River Navigation*, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Two hundred and eighty-eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Ste. Anne Canal*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Two hundred and sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Carillon Canal*, dam and slide, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding Two hundred and forty-one thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Grenville Canal*, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Seventy-five thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of works, *Tay Canal*, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with *Miscellaneous Works on Canals*, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of a Swing bridge at *Valleyfield*, *Beauharnois Canal*, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of a drain between Town and Canal, *Cornwall Canal*, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with cleaning out back ditches, *Welland Canal*, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the renewal of piers, *Burlington Canal*, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the Survey of *Trent Valley Navigation*, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of lock-gates, piers above and below the lock, deepening and widening channel of *St. Ours Canal*, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Thirty-four thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with raising banks, lowering bottom of Canal, rebuilding lock-walls, &c., *Chambly Canal*, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Three thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Rideau Canal*: Building new office for Toll Collector, *Ottawa*, \$3,000; Forming approaches to new bridge at *Jones' Falls*, \$500, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the following Canal expenditure: Miscellaneous works not otherwise provided for, \$5,000; Arbitrations and awards, \$5,000; Surveys and inspections, \$10,000, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Two million five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Intercolonial Railway*, for the year ending 30th June, 1884.

32. *Resolved*. That a sum not exceeding Two hundred and twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Prince Edward Island Railway*, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Windsor Branch Railway*, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Four hundred and thirty-nine thousand five hundred and eighty four dollars be granted to Her Majesty, to defray expenses in connection with the maintenance and repairs of Canals, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Thirty-six thousand three hundred and twenty dollars be granted to Her Majesty, to defray expenses in connection with the salaries and contingencies of Canal Officers, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty one thousand two hundred and ten dollars be granted to Her Majesty, to defray expenses in connection with the collection of Slide and Boom dues, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Ninety-six thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses, harbours and slides, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Telegraph Line between *Prince Edward Island* and the Mainland, for the year ending 30th June, 1884.

39. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the land and Cable Telegraph Lines of the Sea Coasts and Islands of the Lower River and Gulf of *St. Lawrence*, and the Maritime Provinces, for the year ending 30th June, 1884.

40. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines, *Manitoba* and the *North-West Territories*, for the year ending 30th June, 1884.

41. *Resolved*, That a sum not exceeding Thirty-seven thousand dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines, *British Columbia*, for the year ending 30th June, 1884.

42. *Resolved*, That a sum not exceeding Nine thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines and Signal Service generally, including Fishery Bulletins, for the year ending 30th June, 1884.

43. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with the Agent and Contingencies, Public Works, *British Columbia*, for the year ending 30th June, 1884.

44. *Resolved*, That a sum not exceeding Two million two hundred and thirty-eight thousand three hundred and ten dollars and fifty cents be granted to Her Majesty, to defray the following expenses in connection with Post Office: *Ontario*, \$1,007,070; *Quebec*, \$548,323; *New Brunswick*, \$191,640; *Nova Scotia*, \$216,570; *Prince Edward Island*, \$49,400; *British Columbia*, \$72,187.50; *Manitoba*, *Kewatin* and the *North-West*, \$153,120, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Wednesday morning;

Wednesday, 9th May, 1884.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:

The Senate have passed the Bill, intituled: "An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited)," with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: "An Act respecting certificates to Masters and Mates of Inland and Coasting Ships," with several Amendments, to which they desire the concurrence of this House.

And also, the Senate have agreed to the Amendments made by this House to the Bill, intituled: "An Act respecting Booms and other works constructed in navigable waters whether under the authority of Provincial Acts or otherwise," with a consequential Amendment to the Bill, to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill intituled: "An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited)," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The House proceeded to take into consideration the consequential Amendment made by the Senate to the Bill, intituled: "An Act respecting Booms and other works constructed in navigable waters whether under the authority of Provincial Acts or otherwise," and the same was twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their consequential Amendment.

And then The House, having continued to sit till a quarter of an hour after Twelve of the Clock on Wednesday morning, adjourned till this day.

Wednesday, 9th May, 1883.

PRAYERS.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of *John Cathcart Hutchison* of the City of *Toronto*; praying that the Minister of Justice be desired to communicate his final decision in the matter of the Escheated Estate of the late *John Hutchison*, of *Ramsay*.

Of *Isabella Murray* and others, of the Province of *Ontario*; praying that no licenses be granted to persons to sell intoxicating liquors in connection with groceries or other merchandise; that the sale of liquors to minors be prohibited; that licenses be refused to keepers of so-called Hotels that have not the full legal requirements for the accommodation of travellers; that the number of licenses be limited further than by the existing Provincial Laws; and that higher penalties for the violation of the law be enacted.

Sir Charles Tupper, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 30th April, 1883, for a copy of the award of the arbitrator on claim for damages put in by the contractor for the *Grenville* and *Carillon* Canal, under contract in force in 1871-72, with statement of sums paid thereunder. (*Sessional Papers*, No. 105.)

Ordered, That *Sir Charles Tupper* have leave to bring in a Bill further to amend the Consolidated Railway Act 1879, and to declare certain lines of Railway to be works for the general advantage of *Canada*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

1. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with Geological Survey, for the year ending 30th June, 1884.

And it being Six o'Clock, P.M., Mr. Speaker took the Chair, and left it, to resume the same at half-past Seven o'Clock, P.M.

Half-past Seven o'Clock, P.M.

Private Bills under Rule 19.

The House, according to Order, resolved itself into a Committee on the Bill from the Senate, intituled: "An Act respecting the Northern Railway Company of *Canada*," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Wells* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The House, according to Order, resolved itself into a Committee on the Bill from the Senate, intituled: "An Act to incorporate the Canadian Rapid Telegraph Company, Limited"; and after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sproule* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The Amendment made by the Senate to the Bill, intituled: "An Act to amend an Act respecting the Credit Valley Railway Company," was read a second time."

Mr. *Blake* moved, seconded by Mr. *Charlton*, and the Question being put, That this House doth disagree with the Senate in Clauses C. and D. of the said Amendment, for the following Reasons:—

"Because having regard to the facts,—

1st. That the *Credit Valley* Railway Company is a Provincial Company, incorporated by the *Ontario* Legislature;

2nd. That it has received from *Ontario* Municipalities aid to the amount of \$1,165,000 on various conditions;

3rd. That it has received from the *Local* Legislature aid to the amount of \$457,500;

4th. That this aid has been given on conditions that the *Local* Government may require the Company to enter into agreements to be settled by the *Local* Government for running powers, or user, or haulage arrangements, by other Companies over its road; and upon conditions for the giving of Returns and information to the *Local* Government; and upon conditions as to the retention of its rails;

5th. That the Company is now subject to the control of the *Local* Legislature, and that its rates and tolls are regulated under *Local* Laws;

6th. That the conditions under which the *Municipal* grants have been given, can now be enforced by the *Local* Legislature;

7th. That it is within the competence of the *Local* Legislature to authorize the lease of the Railway to the *Canadian Pacific* Railway Company on such conditions as it deems just;

8th. That no application has been made for that purpose to the *Local* Legislature;

9th. That no notice has been given of any intention to apply to the *Parliament of Canada* for the legislation contained in the amendment;

10th. That no Petition has been presented, praying for the amendment, it is not expedient that legislation which will have the effect of withdrawing the Railway from *Provincial* Jurisdiction, and of vesting in the *Parliament of Canada* its exclusive control should be passed, without the notice required by the *Standing Orders* of The House, or any notice or Petition whatever, and without giving the parties concerned

any opportunity of being heard on the question;” the House divided : and it passed in the Negative.

Mr. *Cameron* (*Victoria*) moved, seconded by Mr. *McCarthy*, and the Question being put, That the said Amendment be amended by adding thereto the following Clause :—

6. If at any time hereafter the *Credit Valley Railway Company* shall enter into any agreement for amalgamation or leasing, or into any pooling arrangement with the *Grand Trunk Railway Company*, or into any agreement for the joint use of their respective Railways, either directly or through any Company leasing or controlling its line, then the powers conferred by sections 3 and 4 of this Act shall cease, and determine :—It was resolved in the Affirmative.

The said Amendment, as amended, was then agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honors, That this House hath agreed to their Amendment, with an Amendment, to which they desire their concurrence.

The Amendments made by the Senate to the Bill, intituled : “ An Act to amend “ An Act to incorporate the *Missionary Society of the Wesleyan Methodist Church* “ in *Canada*,” were read a second time.

The first Amendment was agreed to.

On motion of Mr. *McCarthy*, seconded by Mr. *Cameron* (*Victoria*), the Second Amendment was disagreed to, for the following Reason : “ The Parliament of *Canada* not having jurisdiction in matters of civil right, which belongs to the Legislatures of the Provinces, it ought not to prescribe the terms and conditions on which the conveyances are made to the Society, leaving all Laws in each Province to operate as to such conveyances.”

Then the subsequent Amendments were agreed to.

Resolved, That a Message be sent to the Senate communicating to their Honors the Reason for disagreeing to their second Amendment.

Ordered, That the Clerk do carry the said Message (with the Bill and Amendments) to the Senate.

The Committee of Supply was resumed.

(In the Committee.)

2. *Resolved*, That a sum not exceeding Thirty one thousand eight hundred and eighty dollars be granted to Her Majesty, to defray annual grant to supplement the Indian Fund : For Indians of *Quebec*, \$1,200 ; For purchase of blankets for aged and infirm Indians of *Ontario* and *Quebec*, \$1,600 ; For Indian Schools in *Ontario*, *Quebec*, *New Brunswick* and *Nova Scotia*, \$10,400 ; For annuities under the *Robinson Treaty*, \$15,680, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Indians of *Nova Scotia* generally, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, for Indians of *New Brunswick* generally, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for Indians of *Prince Edward Island* generally, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Forty-two thousand and five dollars be granted to Her Majesty, to defray the following expenses in connection with Indians in *British Columbia* : For Indians of *British Columbia* generally, \$23,250 ; Surveys, \$7,700 ; Reserve Commission, \$11,055, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Seven hundred and ninety-one thousand and sixty-four dollars and sixty-seven cents be granted to Her Majesty, to defray the following expenses in connection with Indians in *Manitoba* and the *North-West*: Annuities, \$197,425; Agricultural implements, \$10,398.22; Tools, \$1,925.77; Cattle, \$4,375; Seed grain, \$5,500; Ammunition and twine, \$5,833; Provisions for use at annuity payments, \$38,780.85; Supplies for destitute, \$355,233.83; Clothing, \$5,000; Schools, \$11,204; Surveys, \$18,000; Farm wages, \$30,864; Farm maintenance, \$7,825; Sioux, \$4,000; General expenses, \$82,700; Commissioner's house and offices, \$12,000, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Four hundred and sixteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with the *North-West Mounted Police*: Pay of Force, including staff and extra pay to Gardeners and Artizans, \$155,000; Subsistence, \$51,100; Forage, \$58,400; Fuel and light, \$11,500; Clothing, \$37,000; Repairs, renewals, replacement of horses, arms and ammunition, \$47,000; Medicine and medical comforts, and hospital expenses, \$5,000; Books and stationery, \$2,000; Transport and freight charges, Guides, Teamsters, Labourers and Mail Carriers, \$45,000; Contingencies, \$4,000, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Six hundred thousand dollars be granted to Her Majesty, to meet amount required for Surveys, Dominion Lands, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One hundred and forty thousand four hundred and nineteen dollars be granted to Her Majesty, to defray the following expenses in connection with Dominion Lands, Outside Service: Land Board at Winnipeg, Commissioner's salary, \$5,000; Secretary's salary, \$2,000; 4 Assistants, \$3,816; Inspector of Agencies, salary, \$3,200; Inspector of Agencies, travelling expenses, \$1,200; Contingencies, fuel, light, postages, telegrams, &c., \$4,880; Messenger, \$350; Inspector of Colonization Societies' Townships, salary, \$3,000; Contingencies, travelling expenses, &c., \$1,000; Crown Land Agencies: Crown Land Agent, *Winnipeg*, \$2,400; Assistant Land Agent, *Winnipeg*, \$1,200; 12 Local Dominion Land Agents, at \$1,200 each, \$14,400; 11 Assistant Local Dominion Lands Agents, at \$1,098, \$12,078; 1 Assistant, at \$1,000, 1 at \$900, 3 at \$700, \$4,000; 1 Messenger, \$350; Contingencies, including office rent, fuel, &c., \$12,000; Crown Timber Agencies: Crown Timber Agent, *Winnipeg*, salary, \$1,600; Book-keeper, *Winnipeg*, salary, \$1,200; Crown Timber Agent, *Edmonton*, salary, \$1,200; 2 Crown Timber Agents, at \$1,200 each, \$2,400; Contingencies, including Forest Rangers, \$6,500; Stationery and printing for outside service, \$4,000; Board of Examiners of Dominion Land Surveyors, \$1,000; Contingencies paid at Head Office for outside service, \$1,000. Land Guide Service: 12 Land Guides, at \$1 per day each, covering all expenses of transport and living cost for six months, \$10,000; *British Columbia*: Salary of Resident Agent and staff and contingencies, \$10,645; Inside Service: Extra Clerks at Head Office, *Ottawa*, publishing maps, advertising and other similar expenses, \$30,000, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to meet expenses under the Act concerning Adulteration of Food, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray mail subsidy for steam communication between Cape *Canso* and Port *Hood*, daily, touching at Railway terminus, Port *Mulgrave*, and such other places within above limits as may be agreed upon, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with Legislation: Printing, Printing Paper and Bookbinding, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Thurs- day morning;

Thursday, 10th May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till ten minutes after One of the Clock on Thursday morning, adjourned till this day.

Thursday, 10th May, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Innes*,—The Petition of the Presbytery of *Guelph* of the Presbyterian Church in *Canada*.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 9th April, 1883, for copies of all correspondence and Orders in Council since the commencement of last Session, in reference to Subsidies, or Grants, for the Province of *Manitoba*. (*Sessional Papers No. 108.*)

And also, Return to an Order of this House, dated 4th April, 1883, for a statement shewing the amounts charged in the Public Debt Account of the Dominion of *Canada*, which were expended on Railways, Canals and Navigation securities in *British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia* proper, and the Island of *Cape Breton*, up to the 1st of July, 1882; and shewing also the area and population of each of these divisions of the Dominion of *Canada*, respectively. (*Sessional Papers, No. 109.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 9th April, 1883, for copies of all correspondence relating to the steamer running in connection with the Intercolonial Railway between *Campbellton, Gaspé* and intermediate ports. (*Sessional Papers, No. 40k.*)

Also, Return to an Order of this House, dated, 11th April, 1883, for a Statement shewing the reduction made by change of mode of construction in Contracts A and B *Canada Pacific Railway*, and the amount involved by such change; also, for a Statement shewing the amount of each payment made to the respective contractors for each month since the letting of the work; also, a Statement of all claims made by the contractors on each of these contracts, and the date of each claim. (*Sessional Papers, No. 27p.*)

And also, Return to an Order of this House, dated, 23rd February, 1883, for a map or maps showing (1) the location of the Canadian *Pacific* Railway so far as approved or constructed; (2) its location so far as proposed to Government, but not yet approved; (3) the location of any branches constructed, and of any now contemplated by the Company, so far as the Government is advised; (4) the lands set apart for the Company but not yet granted; (5) the lands granted; (6) the lands applied for but not yet set apart. (*Sessional Papers, No. 27c.*)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated, 23rd February, 1883, for copies of all correspondence relating to the dismissal of *John D. McMillan*, from his office as Fishery Overseer, and the appointment in his place of *David Baker*; also, copies of Departmental or other Orders respecting such dismissal and appointment, together with the cause therefor. (*Sessional Papers, No. 110.*)

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:

1. *Resolved*, That a sum not exceeding One hundred and seventy two thousand one hundred and forty dollars and eighty seven cents be granted to Her Majesty, to defray the following expenses in connection with "Charges of Management," viz:—Financial Inspector, \$2,600; Office of Assistant Receiver-General, *Toronto*, \$7,600; Office of Assistant Receiver-General, *Montreal*, \$5,500; Auditor and Assistant Receiver-General, *Halifax*, \$11,000; Auditor and Assistant Receiver-General, *St. John*, \$10,500; Auditor and Assistant Receiver-General, *Winnipeg*, \$5,700; Auditor and Assistant Receiver-General, *Winnipeg*, Board Allowance, \$850; Auditor and Assistant Receiver-General, *Victoria*, \$7,200; Auditor and Assistant Receiver-General, *Charlottetown, P.E.I.*, \$4,900; Country Savings Banks: *New Brunswick, Nova Scotia* and *British Columbia*, \$14,200; For increases to Salaries of Savings Bank Agents and establishment of new offices, \$2,000; *London* Agents:—Commission on payments of \$5,660,136.79, interest on debt, \$28,300.68; Commission and brokerage on \$478,698.23, Consolidated Canadian Loan Sinking Fund, \$2,393.49; Brokerage on \$274,795.75, Intercolonial Sinking Fund, \$686.99; Brokerage on \$28,106.39, *Rupert's Land* Loan Sinking Fund \$70.02; Brokerage on \$39,957.74, *British Columbia* Loan Sinking Fund, \$99.89; Brokerage on \$587,960.18, Sinking Fund Loans of 1874, 1875, 1876, 1878, and 1879, \$2,939.80; English Bill Stamps, postages and telegrams, \$7,000; Expenses in connection with the issue and redemption of Dominion Notes, including one Extra Clerk, \$7,000; Printing, advertising, inspection, express and miscellaneous charges, &c., including commutation of Stamp Duty and contingencies of Country Savings Banks, \$15,000; Printing Dominion Notes, \$35,000; To cover expenses, including rent, in connection with the Assistant Receiver-General's Office, at *Halifax*, \$1,600; for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Nine thousand seven hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Governor General's Secretary's Office, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seventeen thousand seven hundred and fifty-five dollars be granted to Her Majesty, to defray expenses in connection with the Office of the Queen's Privy Council for *Canada*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Sixteen thousand and fifteen dollars be granted to Her Majesty, to defray expenses in connection with the Department of Justice, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Five thousand four hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Justice, Penitentiaries Branch, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Thirty-six thousand nine hundred and eighty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Militia, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Forty-two thousand one hundred and ninety-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Secretary of State, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding One hundred and three thousand one hundred and thirty-four dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Interior, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Thirty-one thousand two hundred and eighty-seven dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with the Department of Indian Affairs, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Nineteen thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with the Office of the Auditor General, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Fifty-eight thousand one hundred and twenty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of Finance and Treasury Board, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Thirty five thousand seven hundred and twelve dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with the Department of Inland Revenue, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Thirty two thousand nine hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Customs, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding One hundred and forty-one thousand one hundred and twenty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of the Postmaster-General, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Forty-three thousand and sixty-five dollars be granted to Her Majesty, to defray expenses in connection with the Department of Agriculture, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Thirty five thousand dollars be granted to Her Majesty, to defray expenses in connection with the Department of Marine and Fisheries, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Forty-one thousand four hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Public Works, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Forty-three thousand two hundred and thirty dollars be granted to Her Majesty, to defray expenses in connection with the Department of Railways and Canals, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding One hundred and fifty-three thousand nine hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with Departmental Contingencies, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to defray expenses in connection with the Stationery Office, for stationery, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with, and to meet the possible amount required for new appointments, by an extension of the Staff or by any other change, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with contingent expenses of the High Commissioner for Canada, in London, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Post Office and Finance Depart-

ments—Contingencies—amount required to make payment to those officers of the Savings Bank Branch, Post Office, and Finance Departments, engaged in balancing and computing interest in Depositor's accounts to 30th June, 1883, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Salaries of Board of Examiners and other expenses in connection with the Civil Service Act, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Thirty-six thousand seven hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Administration of Justice: Miscellaneous Justice, including *North-West Territories*, \$15,000; Travelling expenses of Stipendiary Magistrates in the *North-West Territories*, \$2,500; Circuit allowances, *British Columbia*, \$6,000; Travelling allowances, Supreme and County Court Judges, *Manitoba*, \$2,500; Précis Writer of the Supreme Court of *Canada* and the Exchequer Court, \$2,000; Clerk in the office of the Registrar of the Supreme Court of *Canada* and the Exchequer Court, \$800; Second Clerk in the office of the Registrar of the Supreme Court of *Canada* and the Exchequer Court, \$600; Senior Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$500; Second Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$420; Third Messenger of the Supreme Court of *Canada* and the Exchequer Court, \$280; Contingencies and disbursements, including printing, binding and distributing Reports, Judges' travelling expenses; also, salaries of officers (Sheriff, Usher, &c.) in the Supreme and Exchequer Courts of *Canada*, and \$150 for books for Judges, \$5,000; Sundry disbursements connected with the Maritime Court of *Ontario*, Judges' travelling expenses, &c., \$100; Salary of Registrar of Vice-Admiralty Court, *Quebec*, \$666.66; Salary of Marshal of Vice-Admiralty Court, *Quebec*, \$333.34, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the Dominion Police, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding One hundred and twelve thousand eight hundred and seventy-eight dollars and twenty-three cents be granted to Her Majesty, to defray expenses in connection with the *Kingston* Penitentiary, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Eighty-three thousand five hundred and forty-six dollars and thirty-six cents be granted to Her Majesty, to defray expenses in connection with the *St. Vincent de Paul* Penitentiary, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Forty-five thousand eight hundred and fifty-six dollars be granted to Her Majesty, to defray expenses in connection with the *Dorchester* Penitentiary, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Thirty-two thousand two hundred and thirty-three dollars and ninety cents be granted to Her Majesty, to defray expenses in connection with the *Manitoba* Penitentiary, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Twenty-one thousand seven hundred and six dollars and eighty-three cents be granted to Her Majesty, to defray expenses in connection with the *British Columbia* Penitentiary, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Fifty-six thousand seven hundred and thirty-eight dollars be granted to Her Majesty, to defray expenses in connection with Salaries and Contingent expenses of the Senate, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Sixty-one thousand dollars be granted to Her Majesty, to defray expenses in connection with salaries of the House of Commons, as per Clerk's estimate, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Twelve thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with expenses of Com-

mittees, extra Sessional Clerks, &c., House of Commons, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Twenty thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Contingencies, House of Commons, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with publishing Debates, House of Commons, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Twenty-eight thousand four hundred and eighty-two dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with Salaries and Contingencies, per Sergeant-at-Arms' Estimate, House of Commons, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with grant to Parliamentary Library, for the year ending 30th June, 1884.

The first twenty-five Resolutions, being read a second time, were agreed to.

The next six Resolutions, being read a second time, were postponed.

Then the subsequent Resolutions, being read a second time, were agreed to.

Mr. Rykert reported from the Committee of Supply, several Resolutions; which were read, as follow:

1. *Resolved*, That a sum not exceeding Twenty thousand two hundred and sixty dollars be granted to Her Majesty, to defray expenses in connection with salaries of Officers and Contingencies of Library, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to defray expenses in connection with printing, binding and distributing the Laws, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Two thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with salary of the Clerk of the Crown in Chancery, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Twelve hundred dollars be granted to Her Majesty, to defray expenses in connection with Contingencies of the Clerk of the Crown in Chancery, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with miscellaneous Printing, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the purchase of Law books required by the Supreme Court, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to defray expenses in connection with binding, newspapers, &c., for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in procuring, collecting and taking care of Archives, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Eight thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Patent Record, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with preparation of Criminal Statistics, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Forty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with Census (Revote \$20,000), for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with Dominion Exhibition, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with Health Statistics, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with collecting and compiling Agricultural, Industrial and other Statistics in *Manitoba* and the *North-West Territories*; and also for collecting and compiling such Statistics elsewhere, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Five hundred and eighteen thousand seven hundred and twenty-one dollars be granted to Her Majesty, to defray expenses in connection with Salaries of Immigration Agents and Employés, *viz.*: Agent, *Quebec*, \$1,650; Assistant Agent, *Quebec*, \$1,050; Clerk, *Quebec*, \$1,000; Norwegian Interpreter, \$630; Messenger, \$200; Agent, *Montreal*, \$1,250; Agent, *Ottawa*, \$1,250; Agent, *Kingston*, \$1,250; Agent, *Toronto*, \$1,600; Agent, *Hamilton*, \$1,200; Agent, *London, Ontario*, \$1,000; Agent, *Halifax*, \$1,000; Agent, *St. John*, \$1,000; Agent, *Manitoba*, \$2,400; Agent, *Brandon*, \$1,400; Agent, *Qu'Appelle*, \$1,400; Agent, *North-West Territory*, \$1,400; Agent, *Prince Arthur's Landing*, \$1,000; Salaries in *London (England)* Office, \$6,241; Salaries of Agents in *Europe*, \$7,200; Contingencies of Canadian and other agencies (not European), \$24,000; Travelling expenses of Agents in *Europe*, \$7,000; Towards assisting Immigration and Immigration expenses, \$450,000; For Interpreter's Salary, *Winnipeg*, \$800; For Interpreter's Salary, *Brandon*, \$800; Aid to *Montreal Women's Protection Immigration Society*, \$1,000, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Fifty-one thousand seven hundred and sixty-six dollars be granted to Her Majesty, to defray expenses in connection with Quarantine: Medical Inspection, *Quebec*, \$1,600; Quarantine, *Grosse Isle*, \$9,566; Quarantine, *St. John, N.B.*, \$2,600; Quarantine, *Pictou, N.S.*, \$800; Quarantine, *Halifax, N.S.*, \$3,400; Quarantine, *Charlottetown, P.E.I.*, \$1,000; Quarantine, *Victoria, B.C.*, \$2,000; Quarantine, *Vancouver Island, B.C.*, \$1,700; *Tracadie Lazaretto*, \$3,100; To meet expenses of precautionary measures for Public Health: Public Health, \$5,000; Cattle Quarantine, *Levis*, \$5,000; Cattle Quarantine, West, \$3,000; Cattle Quarantine, *Halifax*, \$5,000; *Pictou Cattle disease*, \$8,000, (Revote), for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Eighty dollars be granted to Her Majesty, to defray Pension granted to *John Bright*, Messenger, House of Assembly, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Four thousand nine hundred and fifteen dollars be granted to Her Majesty, to defray expenses in connection with new Militia Pensions: Mrs. *Caroline McEachern* and two children, \$184; *Janet Anderson*, \$110; *Margaret McKenzie*, \$80; *Mary Ann Richey* and one child, \$288; *Mary Morrison*, \$80; *Louise Prud'homme*, \$110; *Virginie Charron* and one child, \$120; *Paul M. Robins*, \$146; *Charles T. Bell*, \$73; *Alex. Oliphant*, \$109.50; *Charles Lugsden*, \$91.25; *Thomas Charters*, \$91.25; *Charles T. Robertson*, \$110; *Percy G. Routh*, \$400; *Richard S. King*, \$400; *George A. McKenzie*, \$73; *Edwin Hilder*, \$146; *Fergus Schofield*, \$73; *John Bradley*, \$109.50; *James Bryan*, \$109.50; *Ensign W. Fahey*, \$200; *Mary Hodgins* and three children, \$191; *John Martin*, 110; *Mrs. J. Thorburn*, \$150; *Mrs. P. T. Worthington* and one child, \$314; *Mrs. J. H. Elliott* and one child, \$120; *Ellen Kirkpatrick* and two children, \$226; *Mrs. George Prentice* and three children, \$352; *Mary Hannah Tempest* and child, \$298; *T. Robinson*, \$50, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with amount required for Pensions to Veterans of War of 1812, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Five thousand one hundred and twenty dollars be granted to Her Majesty, to defray expenses in connection with compensation to Pensioners, in lieu of land, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Nineteen thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with Salaries, Military Branch and District Staff, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Seventeen thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Brigade-Majors, Salaries, Transport Expenses, &c., for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding One hundred and thirty-five thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Ammunition, including Artillery Ammunition and manufacture of Small Arms' Ammunition at the Cartridge Factory at Quebec, \$25,000; Clothing, \$60,000; Military Stores, \$50,000, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Fifty-two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Public Armouries and care of arms, including pay to Storekeepers, Caretakers, Storemen and Armourers, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Two hundred and ninety thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Allowances for Drill Instruction, \$40,000; Drill pay and other incidental expenses connected with the Drill and training of the Militia, \$250,000, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Thirty-eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the Militia: Contingencies and general service not otherwise provided for, including grants to Artillery and Rifle Associations and Bands of efficient Corps, for the year ending 30th June, 1884.

27. *Resolved*. That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with Government Grant to the Dominion of Canada Rifle Association, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with Drill Sheds and Rifle Ranges, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with the care of Military properties, transferred from the Ordnance and Imperial Government, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Fifty-nine thousand dollars be granted to Her Majesty, to defray expenses in connection with the Royal Military College, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with the Military Schools and Drill Instruction in Colleges, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding One hundred and twenty-five thousand and seven hundred dollars be granted to Her Majesty, to defray expenses in connection with the Pay, Maintenance and Equipment of "A" and "B" Batteries, Garrison Artillery and Schools of Gunnery at Kingston and Quebec, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Government aid towards sending a Team of the Canadian Militia Artillerymen to *Shoeburyness, England*, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. Rykert reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Two hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with additional Public Building, Wellington Street, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Sixty-seven thousand and two hundred dollars be granted to Her Majesty, to defray expenses in connection with Public Buildings in *Nova Scotia*, viz.: *Sydney* Quarantine Hospital, \$2,000; *New Glasgow* Public Building, \$12,000; *Halifax* Cattle Quarantine Station, \$5,000; *Truro* Custom House, Post Office and Savings Bank, \$21,000; *Antigonish* Public Buildings, \$3,500; *Windsor* Post Office, Custom House, &c., \$10,000; *Halifax* Penitentiary, \$1,400; *Pictou* Marine Hospital, \$2,300; *Amherst* Public Building, \$10,000, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Nine thousand dollars be granted to Her Majesty, to defray expenses in connection with *Summerside* Public Buildings, *Prince Edward Island*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding One hundred and seven thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with Public Buildings in *New Brunswick*, viz.: *St. John* Marine Hospital (to complete), \$12,500; *Woodstock* Post Office, Custom House, &c., \$15,000; *St. Stephen's* Post Office, Custom House, &c., \$5,000; *Sussex* Post Office, Custom House, &c., (to complete), \$9,000; *Moncton* Post Office, Custom House, &c., \$15,000; *Dorchester* Penitentiary, \$30,000; *Newcastle* Post Office, &c., \$10,000; *Carleton* Post Office, \$10,000; *St. John* Dominion Buildings, improvements, &c., \$700, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two hundred and forty-six thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Quebec*, viz.: *Lévis* Fortifications and Military Buildings, \$3,200; *Quebec* Fortifications, \$19,000; *Dufferin Terrace* (to complete), \$2,500; *Quebec* Citadel, \$22,500; *Quebec* Examining Warehouse, \$30,000; Securing cliff under Citadel, &c., *Quebec* (to complete), \$4,500; *Three Rivers*—conversion of former Custom House into Post Office, \$5,000; *Sherbrooke* Post Office, Custom House, &c., \$18,500; *Hull* Post Office and Inland Revenue Offices (to complete), \$10,000; *Grosse Ile* Quarantine Station, \$1,000; *Montreal* Drill Shed, \$40,000; *Montreal*—Dominion Buildings—Improvements, &c., \$12,900; *Chicoutimi* Marine Hospital, \$5,750; *St. Vincent de Paul* Penitentiary Buildings, \$18,950, materials and tools for use of convicts in construction, \$9,050; *Quebec*—Dominion Buildings—Improvements, &c., \$3,000; *Sorel* Public Building, \$10,000; *Lévis* Immigrant Station, \$650; *Quebec* Military Buildings, including Drill Shed, \$30,000, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Three hundred and forty two thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Ontario*, viz.: *Cornwall* Post Office, Custom House, &c., \$20,000; *Brockville* Post Office, Custom House, &c., \$10,000; *Kingston* Fortifications and Military Buildings, \$12,600; *Kingston* Penitentiary, \$15,000; *Belleville* Post Office, Custom House, &c. (to complete), \$17,000; *Hamilton* Post Office, Custom House, &c., \$125,000; *Stratford* Post Office, Custom House, (to complete), \$13,000; *St. Thomas* Post Office, \$28,000; *Chatham* Post Office, \$16,500; *London* Post Office, \$3,600; *Amherstburg* Post Office, Custom House, &c., \$10,000; *Galt* Post Office, Custom House, \$8,000; *Cobourg* Post Office, Custom House, (to complete), \$7,000; *Clifton* Post Office, &c., \$12,000; *Barrie* Post Office, &c., \$12,000; *Port Hope* Post Office &c., \$12,000; *Toronto* Dominion Buildings—Alterations, renewals, &c., \$7,800; *Ottawa* Post Office—Improvements, &c., \$1,700; *Gananoque* Custom House and Inland Revenue Offices, \$5,500; *Kingston* Post Office—Improvements, &c., \$800; *Belleville* Examining Warehouse, \$4,000; *Hamilton* Immigrant Station, \$500, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Six hundred dollars be granted to Her Majesty, to defray expenses in connection with *Prince Arthur's Landing* Immigrant Station, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding One hundred and sixty three thousand dollars be granted to Her Majesty, to defray the following expenses in connection

with Public Buildings, *Manitoba*: *Manitoba Penitentiary* \$40,000; *Parliament Buildings, Winnipeg*, \$10,000; *Lieutenant Governor's residence and stables, Winnipeg*, \$33,000; *Winnipeg Post Office*, \$50,000, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Fifty-nine thousand one hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *North-West Territories*: *Public Buildings N.W.T. generally*, \$3,000; *Dominion Lunatic Asylum or Hospital*, \$20,000; *New Jails and Lock-ups*, \$10,000; *New Public Buildings at Regina, Capital N.W.T.*, \$20,000; *Qu'Appelle Immigrant Shed*, \$3,500; *Immigrant Station west of Qu'Appelle*, \$600, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Forty-one thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings: *British Columbia, Vancouver Quarantine Station and out-buildings*, \$7,500; *New Westminster Post Office, Custom House, &c.*, (to complete) \$11,500; *Nanaimo Post Office, Custom House, &c.* (to complete), \$22,750, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with Public Buildings generally, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Three hundred and two thousand four hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, &c.: *Repairs, furniture, heating, &c.*, \$175,000; *Grounds, Public Buildings, Ottawa*, \$7,500; *Removal of snow, Public Buildings, Ottawa*, \$1,800; *Heating Public Buildings, Ottawa*, \$50,000; *Gas, Public Buildings, Ottawa*, \$22,000; *Water, Public Buildings, Ottawa*, \$12,100; *Allowance for fuel and light, Rideau Hall*, \$8,000; *Telephonic service, Public Buildings, Ottawa*, \$4,000; *Salaries of Engineers, Firemen and Caretakers, &c.*, of *Dominion Public Buildings*, (hitherto paid by the respective Departments for which the services were performed), \$22,000, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. Rykert reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Sixty-three thousand three hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Nova Scotia*:—*Cow Bay*, \$12,000; *Benacadie Pond*—to complete work, \$7,000; *South Ingonish*, \$10,000; *Cheverie*, \$7,500; *Parrsboro'* or *Partridge Island River* (to complete) \$2,500; *Port Hood* (to complete) \$12,500; *Coffin's Island* (to complete) \$2,900; *Port Lorne* (to complete) \$500; *Three Fathom Harbour*, \$1,000; *Little Hope Island*, \$1,250; *West Arichat*, \$1,200; *L'Ardoise*, \$5,000, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with *Cascumpeque Harbour, Prince Edward Island*, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Ninety-three thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Harbours and Rivers, *New Brunswick*, viz.:—*St. John Harbour*—*Breakwater at Negro Point*, to complete, \$71,000; *River Tobique and River St. John, above Grand Falls*, \$5,000; *River St. John*—*River des Chutes to Bear Island*, \$2,000; *Madawaska River*, \$1,000; *Rocher Bay*—*Breakwater*, \$4,000; *St. Mary's*, \$1,500; *Grand Lake and Jemseg*, \$5,000; *Addition to Pier, Anderson's Hollow*, \$1,000, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses connected with general repairs and improvements, Harbours and Rivers, *Maritime Provinces*, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding One hundred and seventy-seven thousand seven hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Quebec*: *New Carlisle*—Municipality having voted \$1,000, \$6,000; *Trois Pistoles*, \$1,500; *Rivière du Loup (en bas)*—To complete, \$1,000; *River Saguenay*—Improvement of Channel below *Chicoutimi*, \$7,000; *River Saguenay*—Enlargement of "*La Grande Décharge*" from *Lake St. John*, \$5,000; *River Saguenay*—*Lake St. John* Surveys, \$4,000; *Baie St. Paul*—Local authorities furnishing \$3,000, \$12,000; *River St. Lawrence*—Removal of chains, anchors, boulders, &c., \$5,000; *River Nicolet*—Harbour of Refuge, \$15,000; *River Yamaska*, \$18,000; *St. Zotique*, \$4,500; *Rivière du Lièvre*, \$4,000; General repairs and improvements—Harbours and Rivers, *Quebec*, \$10,000; *Philipsburg* Harbour, *Missisquoi* Bay, *Lake Champlain*—Locality furnishing an equal amount, \$4,000; *Étang du Nord*—To continue work, \$9,000; *St. François*—Island of Orleans, \$6,000; *Quebec*—Marine Hospital Wharves, \$1,000; *Matane*, \$5,000; *Isle aux Coulees*—To complete, \$500; *Berthier (en bas)*, \$7,500; *Rivière Blanche*—To complete work, \$5,000; *River St. Louis*, \$10,000; *Chicoutimi* Pier, \$1,500; *Lanoraie*—The locality furnishing \$1,500, \$5,000; *Percé*, \$10,000; *River Batiscan*, \$2,000; *Queen's Wharf, Quebec*,—Improvement to wharf and building, \$8,200; *Bic Pier*, \$7,500; *River St. Francis*, \$1,500, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Two hundred and sixty-seven thousand three hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Ontario*, viz.: *Cobourg* Harbour, *Lake Ontario*, \$20,000; *Port Hope* Harbour, *Lake Ontario*, \$14,000; *Toronto* Harbour, *Lake Ontario*, \$117,500; *Rondeau* Harbour, *Lake Erie*, \$4,000; *Kincardine*, *Lake Huron*, \$7,000; *Port Egin*, *Lake Huron*—to complete, \$6,100; *Goderich*, *Lake Huron*, \$5,000; *Collingwood* Harbour, *Lake Huron*, \$26,000; *Warton*, *Lake Huron*, \$5,000; *Meaford*—to complete, \$3,000; *Kingston* Harbour, \$12,500; *Little Current*, *Lake Huron*—to complete, \$10,000; General repairs and improvements, Harbours and Rivers, *Ontario*, \$8,000; *Kingsville*, *Lake Erie*, \$5,000; *River Sydenham*, \$5,000; *Newcastle*—Harbour improvements—to complete, \$8,000; *Chantry Island*, *Lake Huron*, \$5,000; *River Ononabee*, \$1,200; *Little Bear Creek*, \$5,000, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Manitoba*: *Red River*, mouth of river, \$12,000; General repairs and improvements, Harbours and Rivers, *Manitoba*, \$1,000, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses connected with the improvement of the *River Saskatchewan*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Seventeen thousand dollars be granted to Her Majesty, to defray expenses connected with Harbours and Rivers, *British Columbia*: General repairs and improvements, \$2,000; *Upper Fraser River*, improvement of *Cottonwood Canyon*, \$10,000; *Stickeen River*, \$2,000; *Victoria Harbour*, examination, \$3,000, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses connected with Harbours and Rivers generally, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two hundred and fifty-three thousand six hundred dollars be granted to Her Majesty, to defray the following expenses connected with dredging: *New dredging plant*, \$64,000; *New dredging plant, Manitoba*, \$37,500; *Snag-boat, British Columbia*, \$15,000; *Dredge vessels—Repairs, Manitoba*, \$25,100; *New Brunswick, Nova Scotia, Prince Edward Island*, \$52,000; *Ontario*, \$20,000; *Quebec*, \$20,000; *British Columbia*, \$15,000; General service, \$5,000, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Twelve thousand eight hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Roads and Bridges: *Bridge at Des Joachims Rapids, Ottawa River (to complete)*,

\$19,000; Trails, bridges, &c., *North-West Territories*, \$1,800; Union Suspension Bridge, *Ottawa*, \$1,000, for the year ending 30th June, 1884.

13 *Resolved*, That a sum not exceeding Sixty-seven thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Telegraphs: Land and cable telegraph lines for the sea-coasts and islands of the lower Rivers and Gulf of *St. Lawrence* and Maritime Provinces, viz.:—Repairing cable between Mainland and *Grand Manan*, \$1,000; To connect *Pointe des Monts* with the telegraph line constructed and in operation along the north shore of the *St. Lawrence* by cables and land lines, and towards extension of land line to *River Abasco*, \$28,000; Telegraph line—*Chatham to Escuminac*, \$3,000; Telegraph lines, *Manitoba* and the *North-West Territories*, viz.: Telegraph line, *Prince Arthur's Landing*, via *Winnipeg* and *Qu'Appelle* Junction to *British Columbia*, \$19,000; Telegraph line, *Saskatchewan* to *Prince Albert*, the poles being furnished free to the Government, \$7,000; Telegraph lines, *British Columbia*, viz.: New sub-marine cable route between *Vancouver Island* and *Washington Territory*, via *Victoria* and *Point Angelos*, or land route from *Victoria* to *Cape Beale* via *San Juan Harbour*, with cable thence to *Nezah Harbour*—*Cape Plattery*, *Washington Territory* \$18,500, for the year ending 30th June, 1884.

14 *Resolved*, That a sum not exceeding Ninety-five thousand two hundred and forty dollars and eighty-five cents be granted to Her Majesty, to defray the following Miscellaneous expenses, viz.:—Miscellaneous works not otherwise provided for, \$10,000; Surveys and inspections, \$25,000; Arbitrations and awards, \$5,000; Military works and buildings—Repairs, improvements and construction of, \$37,500; To provide for the cost of a monument to the memory of the late *Sir George Etienne Cartier*, Bart., \$9,000; Arranging in proper order, and transferring to new books all useful matter having reference to works under the control of the new Department of Public Works, which is contained in the old general indices, charging books and journals, \$1,650; National Art Gallery, \$1,500; To pay claim of *W. L. Macaulay*, in connection with barrack buildings erected by him at *Fort Garry*, \$5,599.85, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Halifax* and *St. John*, via *Yarmouth*, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication on *Lakes Huron* and *Superior*, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seventeen thousand six hundred and forty dollars be granted to Her Majesty, to defray Mail Subsidy for Steam Service between *San Francisco* and *Victoria*, *British Columbia*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Seven thousand eight hundred dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication with the *Magdalen Islands*, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Grand Manan*, *N. B.*, and Mainland, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to provide for one years' Subsidy, to be granted at the rate of \$50,000 per annum, to line of steamers to trade between *Canada* and *West Indies*, and *Brazil*, provided a like amount be paid by the Brazilian Government, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, for Subsidy to line of steamers to run fortnightly between *France* and *Quebec*, provided the French Government appropriates a sum equal to the amount contributed by the Dominion of *Canada* for the same service, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, for Subsidy to line of steamers to run between *Liverpool* or *London* or both, and *St. John, N.B.*, and *Liverpool* or *London* or both, and *Halifax, N.S.*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Twelve thousand five hundred dollars be granted to Her Majesty, to defray Mail Subsidy to steamer between *Campbelltown* and *Gaspé*, and intermediate ports, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray Mail Subsidy for steam communication from *Port Mulgrave*, at the terminus of the Eastern Extension Railway, to East Bay, *Cape Breton*, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Halifax* and *St. Pierre*, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to provide for a Subsidy of \$1,500 a voyage, for five voyages, of steamers from *Prince Edward Island* to *Great Britain* or Continental Ports, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication from *Halifax* to *Murray Harbour* and *Charlottetown*, alternately, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Canada* and *Antwerp*, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray Mail Subsidy for Steam communication between *Canada* and *Germany*, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding One hundred and twenty-five thousand dollars be granted to Her Majesty, to defray expenses connected with maintenance and repairs of steamers "*Napoleon III*," "*Druid*," "*Newfield*," "*Sir James Douglas*," "*Northern Light*," and "*La Canadienne*," for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Thirty thousand dollars be granted to Her Majesty, for the providing of a steamer to replace "*Glendon*", for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to provide for the examination of Masters and Mates, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, for purchase of life boats, stations and life preservers; maintenance of crews, and rewards for saving life, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to provide for investigation into wrecks and casualties, and collection of information relating to disasters of shipping, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with Canadian registration of shipping, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses of printing triennial list of shipping, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Thirty-eight thousand dollars be granted to Her Majesty, to defray expenses connected with *Montreal* and *Quebec* Water and River Police, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses connected with removal of obstructions in navigable rivers, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding One hundred and sixty-four thousand and twenty-five dollars be granted to Her Majesty, to defray salaries and allowances, &c., of Lighthouse Keepers, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Eighteen thousand dollars be granted to Her Majesty, to defray expenses of agencies, rents and contingencies in connection with Lighthouse and Coast Service, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding Two hundred and seventy-five thousand dollars be granted to Her Majesty, to provide for maintenance and repairs to Lights, Fog-whistles, Buoys and Beacons, Humane Establishments and Provision Depots, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty, to defray expenses in connection with *Cape Race* Light, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to complete construction of a new Lighthouse on *Sands Head*, entrance to *Fraser River*, B.C., (Revote, \$5,000), for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses connected with construction of Lighthouse at *Colchester Reef*, Lake Erie, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Signal Stations, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Seven thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Scientific Institutions: Observatory, *Toronto*, \$5,250; Observatory, *Kingston*, \$500; Observatory, *Montreal*, \$500; Observatory, *New Brunswick*, \$1,500, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Forty-eight thousand dollars be granted to Her Majesty, to defray Grant for meteorological observations, including instruments and cost of telegraphing weather warnings, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Fifty-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Marine Hospitals: Marine and Immigrant Hospital, *Quebec*, \$20,000; *St. Catharines* Hospital, *Ontario*, \$500; *Kingston* Hospital, *Ontario*, \$500; Hospitals, &c., in the Provinces of *Quebec*, *Nova Scotia*, *New Brunswick*, *Prince Edward Island* and *British Columbia*, \$35,000, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses for shipwrecked and disabled Seamen, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty-two thousand dollars be granted to Her Majesty, to provide for expenses of Steamboat Inspection, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to meet expenses in connection with the Inspection of Insurance Companies, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Sixteen thousand eight hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Canada Central Railway Subsidy*—*Canadian Pacific Railway*, for the year ending 30th June, 1884.

2. *R solved*, That a sum not exceeding Three hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Canadian Pacific Railway, Prince Arthur's Landing to Red River*, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Three million five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Canadian Pacific Railway, British Columbia*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Canadian Pacific Railway, Station accommodation*, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Five millions five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Subsidy to the Canadian Pacific Railway Company*, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. Rykert reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Seven hundred and seventy-nine thousand four hundred and forty dollars be granted to Her Majesty, to defray the following expenses in connection with Salaries and Contingent Expenses of the several Ports, under Customs: In Province of *Ontario*, \$237,995; in Province of *Quebec*, \$198,620; in Province of *New Brunswick*, \$39,765; in Province of *Nova Scotia*, \$106,260; in Province of *Manitoba*, \$40,650; in Province of *North West Territories*, \$8,000; in Province of *British Columbia*, \$26,350; in Province of *Prince Edward Island*, \$20,800; To cover any unforeseen changes it may appear necessary to make in staff, \$5,000; Salaries and travelling expenses of Inspectors of Ports, and travelling expenses of other officers on inspection, \$18,000; Contingencies of head office, covering printing, stationery, advertising, telegraphing, &c., for the several Ports of Entry, \$13,000; To meet expenditure in connection with the Board of Customs and Out-side Detective Service, including \$800 salary of the Commissioner of Customs as Chairman of the Board, \$15,000, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding One hundred and ten thousand one hundred dollars be granted to Her Majesty, to defray salaries and disbursements of Fishery Overseers and Wardens: *Ontario*, \$13,500; *Quebec*, \$16,000; *Nova Scotia*, \$16,500; *New Brunswick*, \$13,000; *Prince Edward Island*, \$3,500; *British Columbia*, \$2,600; *Manitoba, Keewatin and North West Territories*, \$4,000; Fish-breeding, fishways and Oyster Beds, \$35,000; To provide for legal and incidental expenses connected with the Fisheries, \$1,000; Advertising, \$1,000; Fish Hatchery, *British Columbia*, (Revote), \$4,000, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Forty thousand dollars be granted to Her Majesty, to defray expenses in connection with completion and construction of Light-houses and Fog Alarms, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Two hundred and eighty-eight thousand three hundred and eighty dollars be granted to Her Majesty, to defray the following expenses: Salaries of Officers and Inspectors of Excise, including salaries of those employed on probation, \$203,680; to provide for improvement of classification under provisions of new Civil Service Act, subject to results of Excise examinations, \$14,100; to provide for increase of pay of Chief Officers at large distilleries and factories, \$1,600; Travelling expenses, rent, fuel, stationery, &c., \$41,000; to pay Collectors of Customs allowance on duties collected by them, \$3,500; Preventive Service, \$6,500; to provide for the cost of obtaining stamps, and for the stamping of Imported and Canadian tobacco, under the provisions of 43 *Victoria*, chapter 19, and for other expenditure in connection with the securing of the duty on tobacco, \$12,000; *Special*,—

To enable the Department to purchase wood, naphtha and similar articles, for issue to Bonded Manufacturers, under provisions of 43 *Victoria*, chapter 19, section 21, the cost of which will be recouped by the manufacturers to whom they are supplied, \$2,000; Commission to sellers of stamps for *Canada* twist tobacco, \$1,000, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Sixty-seven thousand three hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Culling Timber: *Quebec* Office: 1 Supervisor, \$2,000; 1 Deputy Supervisor and Book-keeper, \$1,600; 1 Cashier, \$1,400; 3 Specification Clerks, \$1,800; 1 Messenger, \$400; 8 Specification Clerks, &c.—1 at \$1,000, 2 at \$700, 3 at \$600, 2 at \$550, (8 months), \$5,000; 1 Assistant Book-keeper, \$1,100; Pay of Cullers, \$45,000; Contingencies, \$4,000; *Montreal* Office: 1 Deputy Supervisor, \$900; 2 Book-keepers and Specification Clerks, \$1,000; Pay of Cullers, \$2,500; Contingencies, \$300, for the year ending 30th June, 1884.

The said Resolutions, being read a second, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Canada Gazette*, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to defray expenses in connection with Miscellaneous Printing, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with unforeseen expenditure, under Order in Council, and a detailed statement to be laid before Parliament during the first fifteen days of the next Session, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with the commutation in lieu of remission of duties on articles imported for the use of the Army and Navy, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the Government in the *North-West Territories*, including roads, bridges, ferries, and aid to schools, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses of Government in the District of *Keewatin*, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to meet expenditure to be required to put into force the Act respecting the traffic in intoxicating liquors, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to meet expenses in connection with the Consolidation of the Dominion Statutes, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to cover refunds of Superannuation abatement, when necessary, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to compensate members of the *North-West Mounted Police* for injuries received in the discharge of duty, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with the erection of Mounted Police Barracks, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to cover expenses in connection with the International Fishery Exhibition, *London*, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Surveys of Lakes *Superior* and *Huron*, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to purchase Reports and Text-books for Library, Department of Justice, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding One thousand one hundred and fifty dollars be granted to Her Majesty, to pay one-half the expense of publishing cases decided on the *British North America Act*, 1867, collected and edited by *John R. Cartwright*, Esq., for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Seventy-three thousand one hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Weights and Measures and Gas: Salaries of Inspectors and Assistant Inspectors of Weights and Measures, \$43,800; Salaries of Inspectors of Gas, \$11,300; Rent, fuel, travelling expenses, postage, stationery, &c., Weights and Measures, \$18,000, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, for the purchase and distribution of Standards of Flour, &c., and other expenditure under the Act, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Ten thousand dollars be granted Her Majesty, to defray the following expenses in connection with Minor Revenues: Department of In-land Revenue, \$8,000; Department of Interior, \$2,000, for the year ending 30th June, 1884.

The first thirteen Resolutions, being read a second time, were agreed to.

The next two Resolutions, being read a second time, were postponed.

Then the subsequent Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding One hundred and seventy-one thousand seven hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with increased accommodation at *St. John*, Intercolonial Railway, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Twelve thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Halifax* Extension, Intercolonial Railway, as follows: Wharf and Elevator, Bunker Coal Wharf, Extension to *Halifax*, *T. Bentley*, for land, Land and Damages, &c., for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Two hundred and sixty-eight thousand six hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the Rolling Stock, Intercolonial Railway, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding One hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *St. Charles* Branch and ferry between *Lévis* and *Quebec*, Intercolonial Railway, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding One hundred and eighty-eight thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Cape Traverse* Railway, *Prince Edward Island*, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with surveys and inspection of Railways, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, to defray expenses in connection with Railway Statistics, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Eighty-five thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with expenditure to recoup Town of *Pembroke* for change of route, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Lachine Canal*, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding Two hundred and thirty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Cornwall Canal*, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding One hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of an entrance and lock at head of *Rapide Plat Canal*, *Williamsburg Canal*, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding One hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *St. Lawrence River and Canals*, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Three hundred and fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Murray Canal*, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Six hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Welland Canal*, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Twenty-four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the construction of a raceway between the feeder and *Chippewa River*, *Welland Canal*, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Two hundred and forty-six thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of locks and the improvement of navigation between *Lakefield* and *Balsam Lake*, *Trent River Navigation*, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Two hundred and eighty-eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the *St. Anne Canal*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Two hundred and sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Carillon Canal*, dam and slide, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding Two hundred and forty-one thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Grenville Canal*, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Seventy-five thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of works, *Tay Canal*, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with *Miscellaneous Works on Canals*, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of a Swing bridge at *Valleyfield*, *Beauharnois Canal*, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of a drain between Town and Canal, *Cornwall Canal*, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with cleaning out back ditches, *Welland Canal*, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the renewal of piers, *Burlington Canal*, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Eight thousand dollars be granted to Her Majesty, to defray expenses in connection with the Survey of *Trent Valley Navigation*, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with the construction of lock-gates, piers above and below the lock, deepening and widening channel of *St. Ours Canal*, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Thirty-four thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with raising banks, lowering bottom of Canal, rebuilding lock-walls, &c., *Chambly Canal*, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Three thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with the *Rideau Canal*: Building new office for Toll Collector, *Ottawa*, \$3,000; Forming approaches to new bridge at *Jones' Falls*, \$500, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the following Canal expenditure: Miscellaneous works not otherwise provided for, \$5,000; Arbitrations and awards, \$5,000; Surveys and inspections, \$10,000, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Two million five hundred thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Intercolonial Railway*, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Two hundred and twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Prince Edward Island Railway*, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses of the *Windsor Branch Railway*, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Four hundred and thirty-nine thousand five hundred and eighty four dollars be granted to Her Majesty, to defray expenses in connection with the maintenance and repairs of Canals, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Thirty-six thousand three hundred and twenty dollars be granted to Her Majesty, to defray expenses in connection with the salaries and contingencies of Canal Officers, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding Twenty one thousand two hundred and ten dollars be granted to Her Majesty, to defray expenses in connection with the collection of Slide and Boom dues, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding Ninety-six thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with the repairs and working expenses, harbours and slides, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the Telegraph Line between *Prince Edward Island* and the Mainland, for the year ending 30th June, 1884.

39. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the land and Cable Telegraph Lines of the Sea Coasts and Islands of the Lower River and Gulf of *St. Lawrence*, and the Maritime Provinces, for the year ending 30th June, 1884.

40. *Resolved*, That a sum not exceeding Twenty-four thousand dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines, *Manitoba* and the *North-West Territories*, for the year ending 30th June, 1884.

41. *Resolved*, That a sum not exceeding Thirty-seven thousand dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines, *British Columbia*, for the year ending 30th June, 1884.

42. *Resolved*, That a sum not exceeding Nine thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines and Signal Service generally, including Fishery Bulletins, for the year ending 30th June, 1884.

43. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with the Agent and Contingencies, Public Works, *British Columbia*, for the year ending 30th June, 1884.

44. *Resolved*, That a sum not exceeding Two million two hundred and thirty-eight thousand three hundred and ten dollars and fifty cents be granted to Her Majesty, to defray the following expenses in connection with Post Office: *Ontario*, \$1,007,070; *Quebec*, \$548,323; *New Brunswick*, \$191,640; *Nova Scotia*, \$216,570; *Prince Edward Island*, \$49,400; *British Columbia*, \$72,187.50; *Manitoba*, *Keewatin* and the *North-West*, \$153,120, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

Mr. Rykert reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with Geological Survey, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Thirty one thousand eight hundred and eighty dollars be granted to Her Majesty, to defray annual grant to supplement the Indian Fund: For Indians of *Quebec*, \$4,200; For purchase of blankets for aged and infirm Indians of *Ontario* and *Quebec*, \$1,600; For Indian Schools in *Ontario*, *Quebec*, *New Brunswick* and *Nova Scotia*, \$10,400; For annuities under the *Robinson Treaty*, \$15,680, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with Indians of *Nova Scotia* generally, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, for Indians of *New Brunswick* generally, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for Indians of *Prince Edward Island* generally, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Forty-two thousand and five dollars be granted to Her Majesty, to defray the following expenses in connection with Indians in *British Columbia*: For Indians of *British Columbia* generally, \$23,250; Surveys, \$7,760; Reserve Commission, \$11,055, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Seven hundred and ninety-one thousand and sixty-four dollars and sixty-seven cents be granted to Her Majesty, to defray the following expenses in connection with Indians in *Manitoba* and the *North-West*: Annuities, \$197,425; Agricultural implements, \$10,388.22; Tools, \$1,925.77; Cattle, \$4,375; Seed grain, \$5,500; Ammunition and twine, \$5,833; Provisions for use at annuity payments, \$38,780.85; Supplies for destitute, \$35,233.83; Clothing, \$5,000; Schools, \$11,204; Surveys, \$18,000; Farm wages, \$30,864; Farm maintenance, \$7,825; Sioux, \$4,000; General expenses, \$82,700; Commissioner's house and offices, \$12,000, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Four hundred and sixteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with the *North-West Mounted Police*: Pay of Force, including staff and extra pay to Gardeners and Artizans, \$155,000; Subsistence, \$51,100; Forage, \$58,400; Fuel and light, \$11,500; Clothing, \$37,000; Repairs, renewals, replacement of horses, arms

and ammunition, \$47,000; Medicine and medical comforts, and hospital expenses, \$5,000; Books and stationery, \$2,000; Transport and freight charges, Guides, Teamsters, Labourers and Mail Carriers, \$45,000; Contingencies, \$4,000, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Six hundred thousand dollars be granted to Her Majesty, to meet amount required for Surveys, Dominion Lands, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One hundred and forty thousand four hundred and nineteen dollars be granted to Her Majesty, to defray the following expenses in connection with Dominion Lands, Outside Service: Land Board at Winnipeg, Commissioner's salary, \$5,000; Secretary's salary, \$2,000; 4 Assistants, \$3,816; Inspector of Agencies, salary, \$3,200; Inspector of Agencies, travelling expenses, \$1,200; Contingencies, fuel, light, postages, telegrams, &c., \$4,880; Messenger, \$350; Inspector of Colonization Societies' Townships, salary, \$3,000; Contingencies, travelling expenses, &c., \$1,000; Crown Land Agencies: Crown Land Agent, *Winnipeg*, \$2,400; Assistant Land Agent, *Winnipeg*, \$1,200; 12 Local Dominion Land Agents, at \$1,200 each, \$14,400; 11 Assistant Local Dominion Land Agents, at \$1,098, \$12,078; 1 Assistant, at \$1,000, 1 at \$900, 3 at \$700, \$4,000; 1 Messenger, \$350; Contingencies, including office rent, fuel, &c., \$12,000; Crown Timber Agencies: Crown Timber Agent, *Winnipeg*, salary, \$1,600; Book-keeper, *Winnipeg*, salary, \$1,200; Crown Timber Agent, *Edmonton*, salary, \$1,200; 2 Crown Timber Agents, at \$1,200 each, \$2,400; Contingencies, including Forest Rangers, \$6,500; Stationery and printing for outside service, \$4,000; Board of Examiners of Dominion Land Surveyors, \$1,000; Contingencies paid at Head Office for outside service, \$1,000. Land Guide Service: 12 Land Guides, at \$4 per day each, covering all expenses of transport and living cost for six months, \$10,000; *British Columbia*: Salary of Resident Agent and staff and contingencies, \$10,645; Inside Service: Extra Clerks at Head Office, *Ottawa*, publishing maps, advertising and other similar expenses, \$30,000, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Twelve thousand dollars be granted to Her Majesty, to meet expenses under the Act concerning Adulteration of Food, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray mail subsidy for steam communication between Cape *Canson* and Port *Hood*, daily, touching at Railway terminus, Port *Mulgrave*, and such other places within above limits as may be agreed upon, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Sixty thousand dollars be granted to Her Majesty, to defray expenses in connection with Legislation: Printing, Printing Paper and Bookbinding, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

The House proceeded to take into further consideration the following Resolutions which were this day reported from the Committee of Supply, and which Resolutions were then postponed; and the same were again read, as follow:—

26. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the Dominion Police, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding One hundred and twelve thousand eight hundred and seventy eight dollars and twenty-three cents be granted to Her Majesty, to defray expenses in connection with the *Kingston* Penitentiary, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Eighty-three thousand five hundred and forty-nine dollars and thirty-six cents be granted to Her Majesty, to defray expenses in connection with the *St. Vincent de Paul* Penitentiary, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Forty-five thousand eight hundred and fifty-six dollars be granted to Her Majesty, to defray expenses in connection with the *Dorchester Penitentiary*, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Thirty-two thousand two hundred and thirty-three dollars and ninety cents be granted to Her Majesty, to defray expenses in connection with the *Manitoba Penitentiary*, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Twenty-one thousand seven hundred and six dollars and eighty-three cents be granted to Her Majesty, to defray expenses in connection with the *British Columbia Penitentiary*, for the year ending 30th June, 1884.

And the said Resolutions were agreed to.

The House proceeded to take into further consideration the 14th and 15th Resolutions which were this day reported from the Committee of Supply, and which Resolutions were then postponed; and the same were again read, as follow:—

14. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to purchase Reports and Text books for Library, Department of Justice, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding One thousand one hundred and fifty dollars be granted to Her Majesty, to pay one-half the expense of publishing cases decided on the *British North America Act*, 1867, collected and edited by *John R. Cartwright*, Esq., for the year ending 30th June, 1884.

And the said Resolutions were agreed to.

The House, according to Order, again resolved itself into the Committee of Supply.

(*In the Committee.*)

1. *Resolved*, That a sum not exceeding Twenty-five dollars be granted to Her Majesty, to provide for the statutory increase to the salaries of two Clerks, Department of the Secretary of State, from 1st April, 1883, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Sixteen dollars and sixty-seven cents be granted to Her Majesty, to provide for increase of salary for the month of June, 1882, of the Chief Clerk in Statistical Branch (Customs Department), promoted from 1st Class, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding One hundred and ninety-two dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with Post Office Department, viz.: Increase of Salary from \$1,500 to \$1,800, for the month of June, 1882, consequent on the promotion of one first-class Clerk, *S. Smith*, to the next higher grade, \$25; Difference between the Salary paid Mr. *C. O. Doucet* for the year ending 30th June, 1883, namely, \$520, and the salary which he was entitled to, and which should have been paid to him for said period, \$167.50, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Two hundred and forty-three dollars and seventy-five cents be granted to Her Majesty, to provide for the following expenses in connection with Marine and Fisheries Department, viz.: Increase of Salary to one 1st Class Clerk, *W. P. Anderson*, from 15th to 30th June, 1882, \$16.67; Increase of Salary to one 1st Class Clerk, *F. Gourdeau*, from 15th to 30th June, 1882, \$2.03; Balance of Salary for Private Secretary to 30th June, 1883, \$225, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Five hundred and thirty-eight dollars be granted to Her Majesty, to provide for the following item in connection with Department of Inland Revenue, viz.: to pay *E. Chateauvert*, for performing duties of Mr. *Doyon*, during the latter's illness, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Eight hundred and seventy-five dollars be granted to Her Majesty, for allowance for Secretary of the Department of Agriculture, for performing from March, 1882, the duties of Deputy Head, absent through illness, as provided in Section 11, *Canada Civil Service Act*, 1882, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Seven hundred and fifty dollars be granted to Her Majesty, to cover additional amount required for contingencies, Office of the Auditor-General, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Eight hundred and thirty-four dollars be granted to Her Majesty, to pay to the Widow of the late Judge *McKenzie* the amount paid by her husband to Judge *Boyd*, for performing his duties while he was unable to attend to the same, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding Eight hundred and twenty dollars be granted to Her Majesty, to supplement vote for contingencies of the Supreme Court of *Canada* by the amount paid for books purchased from Mr. *George Duval*, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Eight thousand five hundred dollars be granted to Her Majesty, to provide for the payment of expenses incurred in the case of *Russell vs. Woodward*, before the Judicial Committee of the Privy Council of the United Kingdom, on appeal from the Supreme Court of *New Brunswick*, (re-vote), \$5,500, for the year ending 30th June, 1883.

11. *Resolved*, That a sum not exceeding Twelve thousand nine hundred and sixty-four dollars and seventy-five cents be granted to Her Majesty, to defray the following expenses in connection with Legislation, viz.: House of Commons,—To meet additional expenses of witnesses, shorthand reporters, &c., \$1,000; to pay extra writers employed in the office of the Clerk of the Crown in Chancery, \$2,000; to recoup expenditure made since 1st July, in completing Debates of last Session, \$4,964.75; additional amount required in connection with Debates of the present Session, \$5,000, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Two thousand six hundred and seven dollars and fifteen cents be granted to Her Majesty, to defray the following expenses in connection with Legislation, viz.: Library.—To purchase 30 copies of the "Laws and Amendments thereto relating to Building Societies, Loan Companies, Joint Stock Companies, Banks and Banking, and other laws appertaining to Monetary Institutions," \$120; to purchase 30 copies of the "Dominion Annual Register and Review" of 1882, \$90; to provide for the purchase of books relating to *Canada* from the library of the late Dr. *C'Callaghan*, \$1,525; to pay for 40 copies of vols. 5, 6 and 7, of the Supreme Court Reports, \$300; to pay for 50 copies of "L'Histoire du *Canada*," by *F. X. Garneau*, \$300; 2 copies of *Sulte's* "Histoire des Canadiens Français," \$64; 10 copies of the "Debats de la Législature de *Quebec*," \$50; 5 copies of the "Scot in *British North America*," \$10; to pay *Rowsell* and *Hutchison* for law books, \$148.12, for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Two thousand six hundred and ninety-nine dollars and nine cents be granted to Her Majesty, for building temporary sheds for emergent accommodation of Immigrants at *Point Lévis*, consequent on the destruction by fire of Immigrant sheds in June last, for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Twenty-nine thousand and eighty-three dollars and seventy-one cents be granted to Her Majesty, for transport of Immigrants from *Quebec* to points west, consequent upon the withdrawal of the Government of the Province of *Ontario* from the agreement to pay a proportion of such transport, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Fourteen thousand three hundred and eighty-seven dollars and ten cents be granted to Her Majesty, to pay the *Winnipeg* General Hospital for patients, not being residents of *Manitoba*, between the 8th April, 1880, and the 31st March, 1883, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to provide for further expenses to 30th June, in view of the large increase of immigration not estimated for, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, for payment to Mrs. *Edward Duckett*, the amount short paid to her late husband on account of superannuation, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding Two thousand seven hundred and fifty dollars be granted to Her Majesty, to provide gold medals for the eight marksmen of the Wimbledon Team of 1881, who competed for the *Kolapore* Cup in that year, \$250; for pay and maintenance of a guard at Government House, \$2,500, for the year ending 30th June, 1883.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received To-morrow.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, To-morrow, again resolve itself into the said Committee.

Mr. *Pope*, a Member of the Queen's Privy Council, presented, —Return to an Order of this House, dated 23th February, 1883, for a Return giving the number of Immigrant agents or persons employed (other than those on the regular and published lists) by the Government or Department of Agriculture, and sent from *Canada* to *Europe*, who received pay from the Government during the Calendar years of 1881 and 1882; the names of persons so employed; the instructions given to them; the terms of engagement; the time each has been so employed, and the remuneration paid to each person so employed. (*Sessional Papers, No. 93b.*)

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:

The Senate have passed the following Bills, without any amendment:—

Bill, intituled: "An Act further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the *Pacific Coast of Canada* and *Asia*."

Bill, intituled: "An Act to incorporate the *Quinze Pier, Boom and Improvement Company*."

Bill, intituled: "An Act respecting the Canadian *Pacific Railway Company*."

And then The House adjourned till To-morrow.

Friday, 11th May, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Gigault*,—The Petition of *Noel Brosseau* and others, of the Parishes of *St. George de Henryville* and *St. Athanase*, County of *Iberville*, and others of the Parishes of *St. Valentin* and *St. Jean L'Evangeliste*, County of *St. John's, Quebec*.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 7th May, 1883, for a Statement of the total amounts of premiums of insurance against fire collected, and of losses paid, during each of the years 1880, 1881 and 1882, in each of the following Cities: *Montreal, Quebec, Toronto, Hamilton, Ottawa, Halifax and St. John, N. B.*, by the several insurance Companies authorized to do business in this Country. (*Sessional Papers, No. 12c.*)

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 4th March, 1883, for copies of all correspondence and papers between the Government and the Pilotage authorities of *British Columbia* or any other parties in that Province, on the subject of Pilots and Pilotage. (*Sessional Papers, No. 111.*)

Also, Return to an Order of this House, dated 6th March, 1883, for copies of all correspondence, Petitions, Reports of Surveys, and Reports and recommendations of Inspectors, and others, relative to the establishment, location, character of apparatus to be used, and mode of management of Life Saving Stations at dangerous points on coasts of *Lake Ontario*, or other waters, together with such other Reports upon the construction and operation of Life Saving Stations in other Countries as may be in the possession of the Government. (*Sessional Papers, No. 112.*)

And also, Return to an Order of this House, dated 26th February, 1883, for a Return shewing the names, ages and origins of all persons appointed permanently or employed temporarily in the Customs, Post and Inland Revenue offices at *Montreal*, since the 1st May, last, and up to the 20th February, instant, and the salary allowed to each of the said employes; also the names of the employes in the offices of Customs and Excise, who were placed on the Civil Service List, as being entitled to a pension. (*Sessional Papers, No. 13b.*)

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Rykert*,

Resolved, That this House doth concur in the Fourth and Fifth Reports of the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session.

On motion of Sir *John A. Macdonald* seconded by Sir *Leonard Tilley*,

Resolved, That Government Orders of the Day have precedence on Monday next.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:

The Senate have passed the following Bills, without any amendment:

Bill, intituled: "An Act to amend The Dominion Elections Act, 1874."

Bill, intituled: "An Act to amend 'An Act respecting the offices of Receiver General and Minister of Public Works,' as to the powers of the Minister of Railways and Canals."

Bill, intituled: "An Act respecting the Harbour Master of the Harbour of *Three Rivers*."

Also, the Senate do not insist upon their second Amendment to the Bill, intituled: "An Act to amend 'An Act to incorporate the Missionary Society of the Wesleyan Methodist Church in *Canada*,'" to which this House hath disagreed.

And also, the Senate have passed the Bill, intituled: "An Act consolidating and amending the several Acts relating to the Militia and Defence of the Dominion of *Canada*," with an Amendment, to which they desire the concurrence of this House.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses connected with Canadian *Pacific* Railway, *Georgian Bay* Branch, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses connected with Canadian *Pacific* Railway, west of *Red River*, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding Four thousand four hundred and twenty-three dollars and ninety-two cents be granted to Her Majesty, to pay *James Dick* the Official Arbitrator's Award, *Dawson* Route, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Eighty-six thousand two hundred dollars be granted to Her Majesty, to pay *Joseph Whitehead*, Contract 15, the difference between cost of work and contract prices, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Ninety-three thousand four hundred dollars be granted to Her Majesty, to pay Messrs. *Purcell & Co.*, for Rolling Stock transferred to Government under the terms of their contract, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Thirty-seven thousand one hundred and fifty dollars be granted to Her Majesty, to defray increased Intercolonial Railway accommodation at *St. John*, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Seventy-four thousand dollars be granted to Her Majesty, to defray expenses connected with *Halifax* Extension, Intercolonial Railway, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray Construction Account (old) —to pay Intercolonial Railway Commission, staff and other expenses, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding One thousand six hundred and thirty-seven dollars and seventy cents be granted to Her Majesty, to refund *Mr. H. G. C. Ketchum*, amount of an overcharge for the conveyance of rails, &c., in 1866-67-68, over what is now a portion of the Intercolonial Railway, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Ten thousand two hundred and fifty-five dollars be granted to Her Majesty, to defray Land and other claims in connection with Intercolonial Railway, for the year ending 30th June, 1883.

11. *Resolved*, That a sum not exceeding Four hundred and eighteen thousand dollars be granted to Her Majesty, to defray expenses connected with Rolling Stock, Intercolonial Railway, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Five hundred and eighty-nine dollars and ninety cents be granted to Her Majesty, to defray legal expenses in the matter of the *Western Counties Railway Co.* and the *Attorney-General of Canada vs. the Windsor and Annapolis Railway Co.*, for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Rivière du Loup* Branch, Repairs and Improvements, Land Claims, &c., for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Three thousand one hundred and sixty-two dollars and nineteen cents be granted to Her Majesty, to defray expenses in connection with the claim of *C. H. Mann*, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Five hundred and twenty-five dollars be granted to Her Majesty, to pay *Mr. B. Walsh*, of *Halifax*, for damage to his property, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Twenty thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Railways in general—Subsidy in addition to \$30,000 already granted for Railway and Highway Bridge over *Red River* at *Emerson*, \$20,000; additional allowance to *Mr. C. Schreiber*, as Chief Engineer of the Canadian *Pacific* Railway, as per Order in Council, dated 21st December, 1882, \$500, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding Seventeen thousand three hundred and seventy dollars be granted to Her Majesty, to defray expenses in connection with *Grenville Canal*—Award in favour of *Heney, Stewart & Co*, Contractors for works at *Greece's Point*, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding One thousand four hundred and thirty-four dollars and fifty-nine cents be granted to Her Majesty, to defray expenses in connection with the *Williamsburgh Canal*—To pay to the owners of the titles of certain lands taken for the construction of the *Rapide Plat Canal*, for the year ending 30th June, 1883.

19. *Resolved*, That a sum not exceeding Twenty-three thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with the completion of the *Culbute Canal*, for the year ending 30th June, 1883.

20. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the enlargement of the *Cornwall Canal*, for the year ending 30th June, 1883.

21. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to compensate *R. D. Dunn*, Paymaster, for services in connection with the enlarged *Welland Canal*, for the year ending 30th June, 1883.

22. *Resolved*, That a sum not exceeding Five thousand one hundred and five dollars be granted to Her Majesty, to defray expenses in connection with the *Welland Canal*: Compensation to *Mr. John Page*, Chief Engineer of Canals, for special services as sole Arbitrator upon several claims in dispute with Contractors, \$5,000; to pay *Mr. Page* for disbursements made by him in connection with the awards, \$105, for the year ending 30th June, 1883.

23. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to purchase a steam pump for *Welland Canal*, for the year ending 30th June, 1883.

24. *Resolved*, That a sum not exceeding Sixteen thousand dollars be granted to Her Majesty, to defray expenses in connection with Telegraph Lines, *Manitoba* and the *North West Territories*—To pay balance due Contractors *Oliver, Davidson & Co.*, for lines between *Thunder Bay* and *Winnipeg*, for the year ending 30th June, 1883.

25. *Resolved*, That a sum not exceeding Six hundred and fifty thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Railways: *Intercolonial Railway*, \$600,000; *Prince Edward Island Railway*, \$50,000, for the year ending 30th June, 1883.

26. *Resolved*, That a sum not exceeding Five thousand nine hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Railways, viz.: *Prince Edward Island Railway*—To be paid to *Mrs. A. A. McInnis*, re compensation for the death of her husband, without prejudice to the defence of the case, \$400; *Windsor Branch Railway*, \$5,000; *Canadian Pacific Railway*—to pay sundry accounts incurred whilst the line was operated by the Government \$500, for the year ending 30th June, 1883.

27. *Resolved*, That a sum not exceeding Thirty-four thousand seven hundred and forty-five dollars and fourteen cents be granted to Her Majesty, to defray the following expenses in connection with Canals, viz.:—*Welland*, \$20,980; *Welland, Port Maitland*, \$1,695.14; *Cornwall*, \$2,020; *Williamsburgh*, \$600; *Chambly*, \$2,900; *Carillon and Grenville*, \$3,300; *Rideau*, \$2,050; *Dredge Vessels*, \$1,200, for the year ending 30th June, 1883.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 12th May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received on Monday next.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, on Monday next, again resolve itself into the said Committee.

And then The House, having continued to sit till a quarter of an hour after One of the Clock on Saturday morning, adjourned till Monday next.

Monday, 14th May, 1883.

PRAYERS.

In pursuance of an Order of the House, dated 30th April, 1883, the Clerk laid on the Table, a Return shewing the number of Petitions presented to this House; praying for such Legislation as will secure a better observance of the Lord's Day, as regards the running of Railway Trains, &c., &c., together with the aggregate number of names attached thereto, as follows:—

Number of Petitions presented and received, 166.

Aggregate number of names attached to Petitions, 12,944.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Presbytery of *Guelph*, of the Presbyterian Church in *Canada*; praying for the adoption of such measures as will prevent Sabbath desecration, particularly in connection with railway traffic.

Of *Noel Brosseau* and others, of the Parishes of *St. George de Henryville* and *St. Athanase*, County of *Iberville*, and others of the Parishes of *St. Valentin* and *St. Jean L'Evangeliste*, County of *St. Johns, Quebec*; praying the House to take their Petition into its favourable consideration, and adopt such measures as will cause the immediate removal of certain obstructions in the River *Richelieu*, under and near the railway bridge between the towns of *St. Johns* and *Iberville*.

Mr. *McCarthy*, from the Select Committee appointed to consider the subject of the unrestrained sale of intoxicating liquors, and the regulation of the granting of Shop, Saloon and Tavern Licenses, presented to the House the Report of the said Committee, which was read. (*Appendix, No. 5.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House—Papers in relation to the construction of two locks, and other works, at *Greece's Point, Grenville Canal*. (*Sessional Papers, No. 105a.*)

Also, Papers in relation to the construction of steamers for *Lake of the Woods* and *Rainy Lake*. (*Sessional Papers, No. 114*)

Also, Papers in relation to *H. G. C. Ketchum's* claim for overcharge, for the conveyance of rails 1866-67 and 68, Intercolonial Railway. (*Sessional Papers, No. 40l.*)

And also, Papers in relation to Sections 14 and 15, Canadian *Pacific* Railway, *Joseph Whitehead*, Contractor. (*Sessional Papers, No. 27q.*)

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd April, 1883, for copies of Engineer's Report of Survey made at *Brae, Prince County, Prince Edward Island*, during the last summer, with a view to making Harbour improvements at that place. (*Sessional Papers, No. 52c.*)

Mr. *Colby*, from the Joint Committee of both Houses on the Library of Parliament, presented to the House the Second Report of the said Committee, which was read, as followeth:—

The Members, on behalf of the House of Commons, of the Joint Committee on the Library, beg leave to present a second Report:

That, with a view to restrain the excessive circulation of Books, now loaned from the Library, under existing Rules of both Houses of Parliament, the Committee have agreed to the following additional Rules, which they recommend to the adoption of The House of Commons, as Standing Orders:—

1. That Members of both Houses be required to return, at or before the close of each Session, all Books taken out by them from the Library during the Session.

2. That the Librarian do report to the Library Committee, at the commencement of each Session, the names of such persons as have failed to observe the above Rule.

3. That the issue of Tickets empowering individuals to borrow Books from the Library be confined (firstly) to such Members of the Civil Service as either of The Speakers in their discretion may think fit: and that such Tickets shall authorize the issue of only one work at a time, during the Recess:—and (secondly) to such persons as are *bona fide* engaged in literary work, to be approved of by one of The Speakers.

The accounts of the Librarian for the past year have been duly audited, and have been found correct and satisfactory.

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Seventh Report of the said Committee, which was read, as followeth:—

On the reference back to the Committee of that part of their Second Report, which recommended that the Report of the Hon. *James Cockburn*, the Commissioner appointed to collect, examine and classify the Statutes of the Dominion of *Canada*, be not printed, the Committee on reconsideration would recommend that the same be now printed together with:—

Return to Address,—Statement, in detail, with dates, of all expenditures made in connection with the commission of the Hon. *James Cockburn* to consolidate the Statutes. (No. 17a.)

Return to Address,—Correspondence, &c., touching the appointment of a Commissioner in connection with the revision of the Canadian Statutes. (No. 17b.)

The Committee would also recommend that the following documents be printed, viz.:—

Communication, pursuant to a Resolution of The House of the 20th February, 1882, from *W. C. Van Horne*, General Manager of the Canadian *Pacific* Railway Company, dated *Montreal*, 18th April, 1883, respecting additional information concerning the line proposed to be adopted through the *Rocky* and *Selkirk Mountains*. (No. 27b.)

Return to Address,—Copies of the Official Memorandum of the Canadian *Pacific* Railway Company, dated December 12th, 1882, describing its position and prospects. (No. 27n.)

Return to Order,—Application for sales or leases, and correspondence touching all leases of coal lands in the *North-West*. (No. 36b.) (*In tabulated form.*)

Return to Order,—Statement of all coal entered ex-warehouse, free or for exportation during the years ending 30th June, 1881 and 1882, shewing the quantity so entered at each port, &c. (No. 36c.)

Return to Address,—Correspondence between the Government of *Nova Scotia* and the Department of Railways and Public Works, respecting the transfer of the Branch Line of Railway between *Truro* and *Pictou*, and correspondence with the *Halifax* and *Cape Breton* Railway and Coal Company, respecting Eastern Extension Railway matters, in *Nova Scotia*. (No. 40j.)

Return to Order,—Respecting the survey made in May and June last, of a proposed Branch line of Railway between *Harmony Station*, on the *P. E. I.* Railway to *Elmira*, East Point of *P. E. Island*. (No. 86.)

Return to Address,—Correspondence between the Governments of the United Kingdom and *Canada*, and between the Government of *Canada* and the High Commissioner, touching negotiations for commercial arrangements with *France*, *Spain* and other Countries. (No. 89.)

Return to Address,—Correspondence of recent date between the Government of the Dominion and the Government of *British Columbia*, on the subject of Immigration into that Province. (No. 93.)

Return to Address,—Correspondence between the Government of *British Columbia* and the Dominion Government, respecting Immigration to *British Columbia*, and also as to Chinese Immigration. (No. 93a.)

Return to Address,—Copy of any representations by either of the Houses of the Legislature of *Quebec*, on the subject of an increase of the Provincial Subsidy. (No. 94.) (*Sessional Papers only.*)

Return to Address,—Correspondence between the Secretary of State and the Lieutenant Governor of the Province of *Ontario*, in relation to the award respecting the Northern and North western Boundaries of that Province. (No. 95.)

Return to Address,—Correspondence between the Canadian Government and the Department of Marine and Fisheries, and the British Government, in reference to the transfer of *Portage Island* at the entrance of the *Miramichi River* to the Government of *Canada*. (No. 96.) (*Sessional Papers only.*)

Return to Order,—Statement shewing the amount of duties collected between the 15th March, 1879, and the 1st January, 1883, on the cereals comprised under the head of "Grain and products of Grain" in the Trade and Navigation Returns of *Canada*, also the quantity of grain, &c., imported and entered for consumption in *Canada* from the years 1874 to 1882, inclusive. (No. 100.)

Return to Order,—Statement in Trade and Navigation Tables form, of the importation into *Manitoba* and the *North-West*, of Agricultural Implements, also of Waggons, Sleighs, &c., from 30th June to 31st December last. (No. 103.)

Return to Order,—Statement of all Agricultural Implements, carriages, &c., shipped in bond to *Manitoba* from other Provinces of the Dominion, from 1st July to 31st December last. (No. 103a.)

Return to Order,—Statement of all Agricultural Implements, carriages, &c., shipped in bond to *Manitoba* from other Provinces of the Dominion, during the fiscal year ending 30th June last. (No. 103b.)

Return to Address,—Information in reference to the duration of the season of navigation at *Hudson's Bay*, shewing as far as possible the dates at which the Straits are sufficiently open to admit of the passage of steamers, &c.; also, as to the probable resources of *Hudson's Bay*, the number and value of whales, &c., annually captured in its waters, and all reports on the mineral resources of the regions about *Hudson's Bay*, &c. (No. 104.)

Return to Order,—Copy of the award of arbitrator on claim for damages put in by the contractor for the *Grenville* and *Carillon* Canal under contract in force in 1871-72. (No. 105.)

Return to Order,—Statement shewing the amounts charged in the Public Debt Account of the Dominion of *Canada*, which were expended on Railways, Canals, and Navigation Securities in *British Columbia*, *Manitoba*, *Ontario*, *Quebec*, *New Brunswick*, *Prince Edward Island*, *Nova Scotia*, proper, and the Island of *Cape Breton*, up to the 1st July, 1882. (No. 109.)

Report of the Committee on Privileges and Elections (House of Commons), to whom was referred the Return transmitted by *Michael McCormack*, Returning Officer for the Electoral District of *King's County*, in the Island of *Prince Edward*, at the last Election for the said Electoral District, together with all papers attached thereto. (*Appendix No. 2.*)

Report of the Select Committee (House of Commons), appointed to consider the question of Steam Communication between *Prince Edward Island* and the Mainland, and the evidence attached thereto. (*Appendix No. 3.*)

Report of the Select Committee (House of Commons), to consider the development of Interprovincial Trade. (*Appendix No. 4.*)

The Committee would also respectfully recommend that the following documents be not printed, viz. :—

Lists of the Shareholders of the several Banks of *Canada*. (No. 19.)

Return to Order,—Statement shewing the reduction made by change of mode of construction on contracts A and B, Canadian *Pacific Railway*, and the amount involved by such change, &c. (No. 27p.)

Return to Order,—Correspondence relating to the steamer running in connection with the Intercolonial Railway, between *Campbellton*, *Gaspé*, and intermediate ports. (No. 40k.)

Return to Address,—Copies of all Orders in Council affecting the following items in the Public Accounts for the fiscal year ended 30th June, 1882, Part 2, p. 204, *Citizen Printing and Publishing Company*, \$732.00 and \$839.75. *J. L. Demers & Son*, \$816.35, &c. (No. 41.)

Return to Address,—Copies of all Orders in Council affecting the following items in the statement of payments charged to the Unforeseen Expenses referred by the House to the Select Standing Committee on Public Accounts on 23rd February, 1883—July 12th, "*La Banque Nationale*," \$625.00, &c. (No. 42.)

Return to Address,—Copies of all Orders in Council affecting the following items in the statement of the Governor General's Warrants, issued during the fiscal years 1881-2, 1882-3, which Statement was referred to the Standing Committee on Public Accounts:—Indians, *Manitoba*. To complete payments for the year, \$202,371.14, &c. (No. 43.)

Return to Order,—Correspondence with reference to the construction of an addition to the Pier of *St. Jean*, *Port Joli*, County of *L'Islet*, &c. (No. 46a.)

Return to Order,—Shewing the number of vessels with their tonnage, nationality, &c., in which sugar, syrup and molasses were imported into this country during the fiscal year ended 30th June, 1881, &c. (No. 58b.)

Return to Address,—Despatches, &c., on the subject of the withdrawal of the Troops from *Halifax*. (No. 83.)

Return to Order,—Correspondence between the Government and *Lake St. John Railway Company* in relation to the subsidy granted to the said Company &c. (No. 90.)

Return to Order,—Return of the names and respective amounts of Customs duties refunded at the Port of *Toronto* for the last fiscal year. (No. 91.)

Return to Order,—Shewing the imports and exports from the 1st July, 1882, to January 1st, 1883, giving quantities and descriptions. (No. 92.)

Return to Order,—Return of the advertisement for the contract of the building of a Steamer to replace the *Glendon*, with the several tenders therefor. (No. 97.)

Return to Order,—Shewing the cost of the Cartridge Factory at *Quebec*, and the names and salaries of all the officers and employés. (No. 99.)

Return to Order,—Correspondence between the Minister of Marine and Fisheries or any person concerned in the employment of the Government Steamer *Newfield* in aiding the wrecked Steamship *Moravian*. (No. 101.)

Copy of the Mining Regulations to govern the disposal of Mineral Lands other than Coal Lands. (No. 102.)

Return to Address,—(Senate)—Correspondence between the Dominion and Imperial Governments, and between the Dominion Government and *British Columbia*, on the subject of having one or more of Her Majesty's Ships of War stationed continuously on the coast of *British Columbia*. (No. 106.)

Return to Address,—(Senate)—Correspondence between the Department of Crown Lands at *Winnipeg* or the Department of the Interior and parties claiming Lot No. 133 of the Government Survey in the Parish of *St. Agathe*, in the County of *Provencher*, in the Province of *Manitoba*. (No. 107.)

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: "An Act to authorize the Grand "Trunk Railway Company of *Canada* to extend their traffic arrangement with the "North Shore Railway Company, to fifty years from the date thereof," without any amendment.

Also, the Senate have agreed to the Amendments made by this House to the following Bills, without any amendment:—

Bill, intituled: "An Act to amend The *Canada* Civil Service Act, 1882."

Bill, intituled: "An Act to incorporate The Canadian Rapid Telegraph Company " (Limited)."

Bill, intituled: "An Act respecting the Northern Railway Company of *Canada*."

And also, the Senate have agreed to the Amendment made by this House to their Amendment to the Bill, intituled: "An Act to amend an Act respecting the "Credit Valley Railway Company, without any amendment.

Sr *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House, by command of His Excellency the Governor General,—General Report of the Minister of Public Works, from the 30th June, 1867, to the 1st July, 1882; accompanied by Balances of Appendices to the said Report from 1867 to 1882. (*Sessional Papers, No. 10a*)

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding Ten thousand seven hundred and thirteen dollars and fifty-four cents be granted to Her Majesty, to defray the following expenses in connection with Civil Government, viz.: Department of the Interior,—To provide for the increase of salary from \$1,800 to \$2,200 per annum, of one Chief Clerk, *A. M. Burgess*, from 1st January to 30th June, 1883, \$200; to provide for the salary of one 1st Class Clerk, *J. R. Hall*, at \$1,800, from 1st January to 30th June, 1883, \$900; to provide for the salary of one 2nd Class Clerk, *J. Pope*, from 1st July, 1882, to 30th June, 1883, \$1,200; to provide for the arrears of salary due one 2nd Class Clerk, *J. Pope*, for the month of June, 1882, \$8.33; to provide for the salary of one 2nd Class Clerk, *B. Wallis*, from 1st June 1882, to 30th June, 1883, at \$1,100 per annum, \$1,191.66; to provide for the salary of one 2nd Class Clerk, *L. C. Pereira*, from 1st January to 30th June, 1883, at \$1,100 per annum, \$550; to provide for the salary of one 2nd Class Clerk, *A. Chisholm*, from 26th December, 1882, to 30th June, 1883, at \$1,100 per annum, 567.74; to provide for the salary of one 2nd Class Clerk, *A. Grignard*, from 1st December, 1882, to 30th June, 1883, at \$1,100 per annum, \$641.66;

to provide for the increase of salary of one 3rd Class Clerk, *J. S. Brough*, from \$700 to \$1,000, from 1st January, to 30th June, 1883, \$150; to provide for the salary of two 3rd Class Clerks, *J. S. Brough*, and *R. M. Bonfellow*, from 1st June, 1882, to 30th June, 1883, at \$700 per annum, \$1,516.66; to provide for the increase of salary of one 3rd Class Clerk, *R. M. Bonfellow*, from \$700 to \$950, from 1st January to 30th June, 1883, \$125; to provide for the salary of one 3rd Class Clerk, *L. G. Brooke*, from 1st June, 1882, to 30th June, 1883, at \$750 per annum, \$812.50; to provide for the increase of salary of one 3rd Class Clerk, *B. Billings*, from \$700 to \$900 per annum, from 1st January to 30th June, 1883, \$100; to provide for the increase of salary of one 3rd Class Clerk, *H. Sherwood*, from \$700 to \$800 per annum, from 1st January to 30th June, 1883, \$50; to provide for the increase of salary of one 3rd Class Clerk, *R. Rauscher*, from \$700 to \$850 per annum, from 1st January to 30th June, 1883, \$75; to provide for the salary of one 3rd Class Clerk, *G. V. Ardouin*, from 1st January to 30th June, 1883, \$325; to provide for the salaries of two 3rd Class Clerks, from 1st March to 30th June, 1883, at \$100 per annum, \$266.66; to provide for the salaries of three 3rd Class Clerks, from 1st March to 30th June, 1883, at \$600 per annum, \$600; to provide for the salaries of four 3rd Class Clerks, from 1st March to 30th June, 1883, at \$750 per annum, \$1,000; to provide for the salary of one 3rd Class Clerk, *F. Loyer*, from 1st June, 1882, to 30th June, 1883, at \$400 per annum, \$433.33, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Six hundred and sixty-six dollars and sixty-five cents be granted to Her Majesty, to defray the following expenses in connection with the Department of Indian Affairs, viz: Salary of a surveyor from 1st February to 30th June, 1883, at \$1,600 per annum, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to provide for contingent expenditure of the High Commissioner of Canada, in England, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Four hundred and sixty-one dollars and fifty cents be granted to Her Majesty, to pay *S. Richards* for holding certain assizes in Ontario, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Four thousand and seventy-five dollars and twenty cents be granted to Her Majesty, for expenditure incurred in jail extension, and for the accommodation of Penitentiary convicts in *Prince Edward Island*, from 1st July, 1873, to 31st December, 1879, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Eighty-four thousand dollars be granted to Her Majesty, to defray expenses in connection with site for additional public building, south side of Wellington Street, *Ottawa*, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with additional compensation to *Mr. Calvert Vaux*, for the plans submitted by him for the embellishment and arrangement of the Parliament grounds, *Ottawa*, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Pictou Marine Hospital, Nova Scotia*, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Sussex Post Office, Custom House, &c., New Brunswick*, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Sixty seven thousand and ninety-five dollars and thirty five cents be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Quebec*: *Montreal Dominion Buildings*, \$8,100; *Chicoutimi Marine Hospital*, \$1,345.35; Wharf and site for Immigrant Building, *Lévis*, \$57,000; *St. Vincent de Paul Penitentiary*, \$650, for the year ending 30th June 1883.

11. *Resolved*, That a sum not exceeding Nine thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Ontario*: To purchase Customs Office, inclusive of ground, &c., *Gananoque*, \$1,200; *Kingston* Military Buildings, \$550; *Hamilton* Immigration Buildings, \$4,000; *Sarnia* Immigrant Building, \$2,500; *Sarnia* Cattle Quarantine Station at *Point Edward*, \$1,500, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Fourteen thousand six hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Manitoba*: Immigration Building at *Brandon*, (west of *Winnipeg*) \$9,150; *Winnipeg* Post Office, additions, alterations and fittings (revote), \$5,500, for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with Immigrant Building at *Prince Arthur's Landing*, for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Thirty-nine thousand six hundred and ten dollars be granted to Her Majesty, to defray the following expenses in connection with Public Works, chargeable to Income, viz: Repairs, Furniture, Heating, &c.—Additional amount required, \$10,000; Heating, Public Buildings—*Ottawa*, \$6,600; Gas, Public Buildings—*Ottawa*, \$750; Water, Public Buildings—*Ottawa*—To cover arrears for 1881-82, paid out of appropriation for 1882-83, and for water supplied to Department of Indian Affairs, \$2,880; New Fire Hose for protection of Public Buildings, *Ottawa*, \$1,400; Department of Indian Affairs, *Wellington Street*, \$2,000; Department of the Interior, Dominion Lands Branch—Fittings and furniture, \$1,080; Assistant Receiver-General's Office, *Toronto*—New doors for vaults, \$1,600; Heating Dominion Public Buildings—Fuel, &c., (hitherto paid for through the respective Departments by which the buildings are occupied), \$11,000; *Winnipeg* Land Office—Finishing rooms in attic, furniture, &c., \$2,300, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with *Digby Pier*, *Nova Scotia*, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Thirteen thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Quebec*: *Etang du Nord* (*Miquelen Islands*) \$4,500; *Carleton*—to complete, \$200; *St. Alphonse de Bagotville*, \$3,000; *New Carlisle*, \$4,000; *Lake Megantic*—to complete, \$1,500, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding Two thousand seven hundred and eighty-four dollars and seventy-nine cents be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Ontario*: *Cobourg*, \$784.79; *Owen Sound*, \$2,000, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding Two thousand eight hundred and four dollars and forty cents be granted to Her Majesty, to defray expenses in connection with Harbours and Rivers in *British Columbia*: *Fraser River*, \$300; *Victoria Harbour*—Balance due to representatives of *Thomas Spence*, contractor for removal of Beaver Rock, \$2,504.40, for the year ending 30th June, 1883.

19. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to pay a gratuity of \$250 to each of the Widows of the late *James Meharg* and *Patrick Cooney*, who met with death accidentally, 19th February, 1881, while discharging their respective duties of Engineer and Fireman of the *Montreal Examining Warehouse*, for the year ending 30th June, 1883.

20. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to pay *O. Dionne*, for detailed statement shewing expenditure incurred for construction, maintenance, repairs, &c., in connection with the Public Works of *Canada*, by the Departments of Public Works and Railways and Canals, 1st July, 1877, to 30th June, 1882, for the year ending 30th June, 1883.

21. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Surveys and Inspections—additional amount required, for the year ending 30th June, 1883.

22. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with Slides and Booms, *Saguenay* District, for the year ending 30th June, 1883.

23. *Resolved*, That a sum not exceeding Seven hundred dollars be granted to Her Majesty, to defray expenses in connection with new Dredging Plant,—additional amount required, for the year ending 30th June, 1883.

24. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to provide for payments for extra services to officers of the Marine and Fisheries Department, and for printing and other expenses in procuring information and making payments in connection with the Act granting bounties to fishermen, for the year ending 30th June, 1883.

25. *Resolved*, That a sum not exceeding One thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Scientific Institutions: Additional for Meteorological Service, \$1,500; to provide for expenses in connection with Magnetic Observatory at *Toronto*, \$250, for the year ending 30th June, 1883.

26. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with Steamboat Inspection, for the year ending 30th June, 1883.

27. *Resolved*, That a sum not exceeding Nine thousand four hundred and fifty-one dollars and twenty-five cents be granted to Her Majesty, to defray the following expenses in connection with Lighthouse and Coast-service—To further provide for the payment of Cape Race Light dues, \$451.25; to pay the *Montreal* Harbour Commissioners for maintenance of buoys and beacons during season of 1882, \$7,000; on account of expenses in connection with Surveys of Lakes Superior and *Huron*, \$2,000, for the year ending 30th June, 1883.

28. *Resolved*, That a sum not exceeding One hundred and fifty dollars be granted to Her Majesty, to compensate the Reverend Mr. *Bannon* for services rendered to the Indians of *Big Cove, New Brunswick*, during the two past years, 1881-82, 1882-83, for the year ending 30th June, 1883.

29. *Resolved*, That a sum not exceeding Two hundred thousand dollars be granted to Her Majesty, to supplement the amounts voted for expenditure on various sub-heads in *Manitoba* and *North-West*, for the year ending 30th June, 1883.

30. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to meet additional amount required for the *North-West* Mounted Police Service, for the year ending 30th June, 1883.

31. *Resolved*, That a sum not exceeding Ten thousand eight hundred and forty one dollars and thirty-nine cents be granted to Her Majesty, to provide for the expenses incurred during the journey of His Excellency the Governor General and suite to *British Columbia* and return, for the year ending 30th June, 1883.

32. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to provide for expenses in connection with the International Fisheries Exhibition, for the year ending 30th June, 1883.

33. *Resolved*, That a sum not exceeding Two thousand six hundred and fifty-six dollars and ninety-five cents be granted to Her Majesty, to provide for a retiring allowance to the undermentioned members of the Dominion Police Force: Superintendent *O'Neill*, \$612.20; Sergeant Major *Connor*, \$601.75; Constable *Kane*, \$542.58; Constable *Purcell*, \$336.83; Constable *Jones*, \$402.09; Gratuity to Mrs. *Egan*, widow of Constable *Egan*, \$161.50, for the year ending 30th June, 1883.

34. *Resolved*, That a sum not exceeding Seven hundred and forty-three dollars and fifty cents be granted to Her Majesty, to pay the legal expenses incurred in the defence of Mr. *John Burgess*, Steamboat Inspector for the District of *Montreal*, who was tried for manslaughter in connection with the explosion of the boiler of the steamer "*Richelieu*," for the year ending 30th June, 1883.

35. *Resolved*, That a sum not exceeding Seven hundred and seven dollars and fifty cents be granted to Her Majesty, to provide for the payment of damages and costs in the suit of *Phair vs. Venning*, for the year ending 30th June, 1883.

36. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to provide for the publication of the proceedings of the Royal Society, for the year ending 30th June, 1883.

37. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to meet payments to Extra Clerks for services rendered in preparation of returns ordered by Parliament, for the year ending 30th June, 1883.

38. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to defray expenses in connection with the Factory Commission—Advance to Mr. *Blakeby*, for the year ending 30th June, 1883.

39. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to meet expenditure in connection with *Fort McLeod* and *Kootenay Pack Trail* (revote), for the year ending 30th June, 1883.

40. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to meet expenditure in connection with the Board of Civil Service Examiners, for the year ending 30th June, 1883.

41. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to purchase 500 copies of the *Parliamentary Companion*, for the year ending 30th June, 1883.

42. *Resolved*, That a sum not exceeding Nine hundred dollars be granted to Her Majesty, to purchase 300 copies of the *Dominion Annual Register and Review of 1882*, for the year ending 30th June, 1883.

43. *Resolved*, That a sum not exceeding Two thousand nine hundred and twenty dollars and eighty-eight cents be granted to Her Majesty, to pay the balance of the accounts of *L. J. Demers et Frère*, for printing the first volume, and also the second volume in *French*, of the Report of the Canadian *Pacific* Railway Commissioners, for the year ending 30th June, 1883.

44. *Resolved*, That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty, to pay Mr. *A. Audet*, for translating into *French*, the Report of the Canadian *Pacific* Railway Commissioners, for the year ending 30th June 1883.

45. *Resolved*, That a sum not exceeding Sixteen thousand eight hundred and twenty-one dollars and forty-nine cents be granted to Her Majesty, to defray sundry expenses in connection with the Canadian *Pacific* Railway Commission, *vide* statement of Unforeseen Expenses laid before Parliament, for the year ending 30th June, 1883.

46. *Resolved*, That a sum not exceeding Two thousand seven hundred and ninety-four dollars and thirty-two cents be granted to Her Majesty, to pay damages awarded in the case of *Robertson vs. The Queen*, for the year ending 30th June, 1883.

47. *Resolved*, That a sum not exceeding One thousand two hundred and five dollars and forty-two cents be granted to Her Majesty, to pay the Merchants' Bank the cost of suit in the case of *Merchants' Bank vs. Regina*, for the year ending 30th June, 1883.

48. *Resolved*, That a sum not exceeding One hundred and forty-two thousand seven hundred and twenty dollars be granted to Her Majesty, to defray the following expenses in connection with Post Office: To pay Intercolonial Railway additional rate of \$20 per mile per annum on 843 miles of railway, for the years 1881-82, 1882-83, per Order in Council, 20th November, 1882, \$33,720; *Ontario*, Ordinary Service—Mail Service, \$10,000; Salaries, \$12,000; Miscellaneous, \$15,000; *Quebec*, Ordinary Service—Mail Service, \$10,000; Miscellaneous, \$10,000; *New Brunswick*, Ordinary Service—Mail Service, \$2,000; Salaries, \$1,000; *British Columbia*, Ordinary Service—Mail Service, \$2,000; Salaries, \$2,000; *Manitoba, Keewatin and North-West*, Ordinary Service—Mail Service, \$10,000; Salaries, \$25,000; Miscellaneous, \$10,000. for the year ending 30th June, 1883.

49. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to provide for amount required to complete the Customs service in the Province of *Manitoba*, for the year ending 30th June, 1883.

50. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to provide for the cost of obtaining stamps, and for the stamping of imported and Canadian Tobacco, under the provisions of 43 *Victoria*, chapter 19, for the year ending 30th June, 1883.

51. *Resolved*, That a sum not exceeding One hundred dollars be granted to Her Majesty, to pay *H. D. Munro*, difference between his salary as Probationary Excise-man and the salary to which he became entitled by passing the Excise Examination, from 1st July, 1881, to 1st July, 1882, he having been prepared to sit for examination at the former date, but not being permitted to do so, as he could not be spared from his duties at the time the examination was held, for the year ending 30th June, 1883.

52. *Resolved*, That a sum not exceeding Forty dollars be granted to Her Majesty, to pay *F. G. Wainwright* for extra service in *Halifax* Office, from 14th October to 20th December, 1881, for the year ending 30th June, 1883.

53. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to pay *H. H. Grant*, difference between his salary and salary of his predecessor, as Collector of Inland Revenue at *Halifax*, from 1st January, 1882, to 30th June, 1883, for the year ending 30th June, 1883.

54. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to pay *J. Griffith*, Collector of Inland Revenue, *Sherbrooke*, difference required to increase his salary to \$1,000 per annum, from 1st July, 1881, to 30th June, 1883, for the year ending 30th June, 1883.

55. *Resolved*, That a sum not exceeding Four hundred dollars be granted to Her Majesty, to pay *Martin Battle*, for extra services performed by him for the six years preceding 1st July, 1882, in connection with the establishing of an uniform method of inspecting petroleum, for the year ending 30th June, 1883.

56. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to pay salaries of operators, and for materials required for night service—Telegraph Lines, *British Columbia*, 1st January to 30th June, 1883, for the year ending 30th June, 1883.

57. *Resolved*, That a sum not exceeding One hundred and fifty thousand dollars be granted to Her Majesty, to provide for further amount required for services in connection with Dominion Lands, for the year ending 30th June, 1883.

58. *Resolved*, That a sum not exceeding Five hundred and forty-two thousand nine hundred and ninety-two dollars and thirty-two cents be granted to Her Majesty, to defray unprovided items of 1881-82 (*vide* Auditor-General's Report, page 435), for the year ending 30th June, 1883.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Tuesday morning ;

Tuesday, 15th May, 1883.

Mr. Speaker resumed the Chair ; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 20th February, 1883, for copies of all documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government of various lands, and more particularly of the land on which is located Frontenac Terrace, in the City of *Quebec*. (*Sessional Papers*, No. 113)

And then The House, having continued to sit till Two of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 15th May, 1883.

PRAYERS.

The following Petition was brought up, and laid on the Table:—

By Mr. *Foster*,—The Petition of the Dominion Alliance for the Suppression of the Liquor Traffic.

Mr. *Bowell*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 16th April, 1883, for copies of all Orders in Council in force regulating the close season for Lobster Fishing, and all Petitions and correspondence in possession of the Government since 1879, relating to the subject. (*Sessional Papers*, No. 37e.)

And also,—Return to an Order of the House, dated 23rd April, 1883, for copies of all Petitions, Reports and correspondence in reference to the claim of *James Dauphéné*, of *Bridgewater*, in the County of *Lunenburg*, for payment of claim for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County. (*Sessional Papers*, No. 115.)

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting a Loan of \$500,000 to the *St. John Bridge and Railway Extension Company*.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

The House, according to Order, proceeded to take into consideration the Amendment made by the Senate to the Bill, intituled: "An Act consolidating and amending the several Acts relating to the Militia and Defence of the Dominion of *Canada*," and the same was twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate and acquaint their Honors, That this House hath agreed to their Amendment.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act respecting certificates to

“Masters and Mates of Inland and Coasting ships,” and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honors, That this House hath agreed to their Amendments.

The House, according to Order, resolved itself into a Committee on the Bill further to amend “The Fisheries Act,” and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Sir *Leonard Tilley*, a Member of the Queen’s Privy Council, delivered to Mr. Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered) and is as followeth:—

LORNE.

The Governor General transmits to the House of Commons, Supplementary Estimates of sums required for the service of the Dominion for the year ending 30th June, 1884, and, in accordance with the provisions of, “The British North America Act, 1867,” he recommends these Estimates to the House of Commons. (*Sessional Papers, No. 1.*)

GOVERNMENT HOUSE,

OTTAWA, 15th May, 1883.

On motion of Sir *Leonard Tilley*, seconded by Sir *Hector L. Langevin*,

Ordered, That the said Message, together with the Estimates accompanying the same, be referred to the Committee of Supply.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: “An Act further to amend and to consolidate as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned,” with several Amendments, to which they desire the concurrence of this House.

The Order of the Day being read, for the second reading of the Bill to make further provision respecting the Regulation and Collection of tolls on Government timber slides and other works constructed to facilitate the transmission of timber, lumber and saw logs;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be read the third time To-morrow.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting a Loan of \$100,000 to the *Quebec Harbour Commissioners* towards the completion of the *Lévis Graving Dock*.

(*In the Committee.*)

Resolved, That it is expedient to authorize the Governor in Council to advance a sum or sums not exceeding in the whole \$100,000, to the *Quebec Harbour Commissioners* towards the completion of the *Lévis Graving Dock*, bearing interest at the rate of four per cent. per annum in addition to, and on like terms as to sinking fund as the sum of \$500,000, the advance of which is authorized by the Act 38 *Victoria*, Chapter 56.

Resolution to be reported.

Mr. Speaker resumed the Chair, and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Rykert* reported the Resolution accordingly; and the same was read, as followeth:—

Resolved, That it is expedient to authorize the Governor in Council to advance a sum or sums not exceeding in the whole \$100,000, to the *Quebec Harbour Commissioners* towards the completion of the *Lévis Graving Dock*, bearing interest at the rate of four per cent. per annum in addition to, and on like terms as to sinking fund as the sum of \$500,000, the advance of which is authorized by the Act 38 *Victoria*, Chapter 56.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to amend the Act 38 *Victoria*, Chapter 56, intituled: "An Act respecting the Graving Dock in the Harbour of *Quebec*, and authorizing the raising of a loan in respect thereof."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting the rate of interest payable by the *Quebec Harbour Commissioners* on certain sums advanced to them.

(*In the Committee.*)

Resolved, That in order to assist the *Quebec Harbour Commissioners* in the improvement of the Harbour of *Quebec*, it is expedient to amend the Act Thirty-sixth *Victoria*, Chapter Sixty-two, intituled: "An Act further to amend the Acts to provide for the management and improvement of the Harbour of *Quebec*," and the Act Forty-third *Victoria*, Chapter Seventeen, intituled: "An Act to authorize the raising of a further sum to enable the *Quebec Harbour Commissioners* to complete their Tidal Dock, so as to provide that the rate of interest payable by the said Harbour Commissioners to the Receiver General upon the sums raised under the said recited Acts shall be four per centum per annum, instead of five as therein specified."

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the report be now received.

Mr. *Rykert* reported the Resolution accordingly, and the same was read, as followeth:—

Resolved, That in order to assist the *Quebec Harbour Commissioners* in the improvement of the Harbour of *Quebec*, it is expedient to amend the Act Thirty-sixth *Victoria*, Chapter Sixty-two, intituled: "An Act further to amend the Acts to provide for the management and improvement of the Harbour of *Quebec*," and the Act Forty-third *Victoria*, Chapter Seventeen, intituled: "An Act to authorize the raising of a further sum to enable the *Quebec Harbour Commissioners* to complete their Tidal Dock, so as to provide that the rate of interest payable by the said Harbour Commissioners to the Receiver-General upon the sums raised under the said recited Acts shall be four per centum per annum, instead of five as therein specified.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to amend the Act thirty-sixth *Victoria*, chapter sixty-two, and the Act forty-third *Victoria*, chapter seventeen, respecting the *Quebec Harbour Commissioners*.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. *Rykert* reported from the Committee of Supply several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Twenty-five dollars be granted to Her Majesty, to provide for the statutory increase to the salaries of two Clerks, Department of the Secretary of State, from 1st April, 1883, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Sixteen dollars and sixty-seven cents be granted to Her Majesty, to provide for increase of salary for the month of June, 1882, of the Chief Clerk in Statistical Branch (Customs Department), promoted from 1st Class, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding One hundred and ninety-two dollars and fifty cents be granted to Her Majesty, to defray expenses in connection with Post Office Department, viz.: Increase of Salary from \$1,500 to \$1,800, for the month of June, 1882, consequent on the promotion of one first-class Clerk, *S. Smith*, to the next higher grade, \$25; Difference between the Salary paid Mr. *C. O. Doucet* for the year ending 30th June, 1883, namely, \$520, and the salary which he was entitled to, and which should have been paid to him for said period, \$167.50, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Two hundred and forty-three dollars and seventy-five cents be granted to Her Majesty, to provide for the following expenses in connection with Marine and Fisheries Department, viz.: Increase of Salary to one 1st Class Clerk, *W. P. Anderson*, from 15th to 30th June, 1882, \$16.67; Increase of Salary to one 1st Class Clerk, *F. Gourdeau*, from 15th to 30th June, 1882, \$2.08; Balance of Salary for Private Secretary to 30th June, 1883, \$225, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Five hundred and thirty-eight dollars be granted to Her Majesty, to provide for the following item in connection with Department of Inland Revenue, viz.: to pay *E. Chateauvert*, for performing duties of Mr. *Doyon*, during the latter's illness, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Eight hundred and seventy-five dollars be granted to Her Majesty, for allowance for Secretary of the Department of Agriculture, for performing from March, 1882, the duties of Deputy Head, absent through illness, as provided in Section 11, *Canada Civil Service Act*, 1882, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Seven hundred and fifty dollars be granted to Her Majesty, to cover additional amount required for contingencies, Office of the Auditor-General, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Eight hundred and thirty-four dollars be granted to Her Majesty, to pay to the Widow of the late Judge *McKenzie* the amount

paid by her husband to Judge *Boyd*, for performing his duties while he was unable to attend to the same, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding Eight hundred and twenty dollars be granted to Her Majesty, to supplement vote for contingencies of the Supreme Court of *Canada* by the amount paid for books purchased from Mr. *George Duval*, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Eight thousand five hundred dollars be granted to Her Majesty, to provide for the payment of expenses incurred in the case of *Russell vs. Woodward*, before the Judicial Committee of the Privy Council of the United Kingdom, on appeal from the Supreme Court of *New Brunswick*, (re-vote), \$5,500, for the year ending 30th June, 1883.

11. *Resolved*, That a sum not exceeding Twelve thousand nine hundred and sixty-four dollars and seventy-five cents be granted to Her Majesty, to defray the following expenses in connection with Legislation, viz.: House of Commons,—To meet additional expenses of witnesses, shorthand reporters, &c., \$1,000; to pay extra writers employed in the office of the Clerk of the Crown in Chancery, \$2,000; to recoup expenditure made since 1st July, in completing Debates of last Session, \$4,964.75; additional amount required in connection with Debates of the present Session, \$5,000, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Two thousand six hundred and seven dollars and fifteen cents be granted to Her Majesty, to defray the following expenses in connection with Legislation, viz.: Library.—To purchase 30 copies of the "Laws and Amendments thereto relating to Building Societies, Loan Companies, Joint Stock Companies, Banks and Banking, and other laws appertaining to Monetary Institutions," \$120; to purchase 30 copies of the "Dominion Annual Register and Review" of 1882, \$90; to provide for the purchase of books relating to *Canada* from the library of the late Dr. *C'Callaghan*, \$1,525; to pay for 40 copies of vols. 5, 6 and 7, of the Supreme Court Reports, \$300; to pay for 50 copies of "L'Histoire du *Canada*," by *F. A. Garneau*, \$300; 2 copies of *Sulte's* "Histoire des Canadiens Français," \$64; 10 copies of the "Debats de la Législature de *Quebec*," \$50; 5 copies of the "Scot in *British North America*," \$10; to pay *Roussell* and *Hutchison* for law books, \$148.15, for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Two thousand six hundred and ninety-nine dollars and nine cents be granted to Her Majesty, for building temporary sheds for emergent accommodation of Immigrants at *Point Lévis*, consequent on the destruction by fire of Immigrant sheds in June last, for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Twenty-nine thousand and eighty-three dollars and seventy-one cents be granted to Her Majesty, for transport of Immigrants from *Quebec* to points west, consequent upon the withdrawal of the Government of the Province of *Ontario* from the agreement to pay a proportion of such transport, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Fourteen thousand three hundred and eighty-seven dollars and ten cents be granted to Her Majesty, to pay the *Winnipeg* General Hospital for patients, not being residents of *Manitoba*, between the 8th April, 1880, and the 31st March, 1883, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to provide for further expenses to 30th June, in view of the large increase of immigration not estimated for, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, for payment to Mrs. *Edward Duckett*, the amount short paid to her late husband on account of superannuation, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding Two thousand seven hundred and fifty dollars be granted to Her Majesty, to provide gold medals for the eight marksmen of the Wimbledon Team of 1881, who competed for the *Kolapore* Cup in that year,

\$250; for pay and maintenance of a guard at Government House, \$2,500, for the year ending 30th June, 1883.

The said Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses connected with Canadian *Pacific* Railway, *Georgian Bay* Branch, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses connected with Canadian *Pacific* Railway, west of *Red* River, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding Four thousand four hundred and twenty-three dollars and ninety-two cents be granted to Her Majesty, to pay *James Dick* the Official Arbitrator's Award, *Dawson* Route, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Eighty-six thousand two hundred dollars be granted to Her Majesty, to pay *Joseph Whitehead*, Contract 15, the difference between cost of work and contract prices, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Ninety-three thousand four hundred dollars be granted to Her Majesty, to pay Messrs. *Purcell & Co.*, for Rolling Stock transferred to Government under the terms of their contract, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Thirty-seven thousand one hundred and fifty dollars be granted to Her Majesty, to defray increased Intercolonial Railway accommodation at *St. John*, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Seventy-four thousand dollars be granted to Her Majesty, to defray expenses connected with *Halifax* Extension, Intercolonial Railway, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray Construction Account (old)—to pay Intercolonial Railway Commission, staff and other expenses, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding One thousand six hundred and thirty-seven dollars and seventy cents be granted to Her Majesty, to refund Mr. *H. G. C. Ketchum*, amount of an overcharge for the conveyance of rails, &c., in 1866-67-68, over what is now a portion of the Intercolonial Railway, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Ten thousand two hundred and fifty-five dollars be granted to Her Majesty, to defray Land and other claims in connection with Intercolonial Railway, for the year ending 30th June, 1883.

11. *Resolved*, That a sum not exceeding Four hundred and eighteen thousand dollars be granted to Her Majesty, to defray expenses connected with Rolling Stock, Intercolonial Railway, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Five hundred and eighty-nine dollars and ninety cents be granted to Her Majesty, to defray legal expenses in the matter of the Western Counties Railway Co. and the Attorney-General of *Canada* vs. the *Wind-
sor* and *Annapolis* Railway Co., for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Rivière du Loup* Branch, Repairs and Improvements, Land Claims, &c., for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Three thousand one hundred and sixty-two dollars and nineteen cents be granted to Her Majesty, to defray expenses in connection with the claim of *C. H. Mann*, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Five hundred and twenty-five dollars be granted to Her Majesty, to pay Mr. *B. Walsh*, of *Halifax*, for damage to his property, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Twenty thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Railways in general—Subsidy in addition to \$30,000 already granted for Railway and Highway Bridge over *Red Rivor* at *Emerson*, \$20,000; additional allowance to Mr. *C. Schreiber*, as Chief Engineer of the *Canadian Pacific Railway*, as per Order in Council, dated 21st December, 1882, \$500, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding Seventeen thousand three hundred and seventy dollars be granted to Her Majesty, to defray expenses in connection with *Grenville Canal*—Award in favour of *Heney, Stewart & Co.*, Contractors for works at *Greece's Point*, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding One thousand four hundred and thirty-four dollars and fifty-nine cents be granted to Her Majesty, to defray expenses in connection with the *Williamsburgh Canal*—To pay to the owners of the titles of certain lands taken for the construction of the *Rapide Plat Canal*, for the year ending 30th June, 1883.

19. *Resolved*, That a sum not exceeding Twenty-three thousand one hundred dollars be granted to Her Majesty, to defray expenses in connection with the completion of the *Culbute Canal*, for the year ending 30th June, 1883.

20. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with the enlargement of the *Cornwall Canal*, for the year ending 30th June, 1883.

21. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to compensate *R. D. Dunn*, Paymaster, for services in connection with the enlarged *Welland Canal*, for the year ending 30th June, 1883.

22. *Resolved*, That a sum not exceeding Five thousand one hundred and five dollars be granted to Her Majesty, to defray expenses in connection with the *Welland Canal*: Compensation to Mr. *John Page*, Chief Engineer of Canals, for special services as sole Arbitrator upon several claims in dispute with Contractors, \$5,000; to pay Mr. *Page* for disbursements made by him in connection with the awards, \$105, for the year ending 30th June, 1883.

23. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to purchase a steam pump for *Welland Canal*, for the year ending 30th June, 1883.

24. *Resolved*, That a sum not exceeding Sixteen thousand dollars be granted to Her Majesty, to defray expenses in connection with *Telegraph Lines, Manitoba* and the *North-West Territories*—To pay balance due Contractors *Oliver, Davidson & Co.*, for lines between *Thunder Bay* and *Winnipeg*, for the year ending 30th June, 1883.

25. *Resolved*, That a sum not exceeding Six hundred and fifty thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Railways: *Intercolonial Railway*, \$600,000; *Prince Edward Island Railway*, \$50,000, for the year ending 30th June, 1883.

26. *Resolved*, That a sum not exceeding Five thousand nine hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Railways, viz.: *Prince Edward Island Railway*—To be paid to Mrs. *A. A. McInnis*, re compensation for the death of her husband, without prejudice to the defence of the case, \$400; *Windsor Branch Railway*, \$5,000; *Canadian Pacific Railway*—to pay sundry accounts incurred whilst the line was operated by the Government, \$500, for the year ending 30th June, 1883.

27. *Resolved*, That a sum not exceeding Thirty-four thousand seven hundred and forty-five dollars and fourteen cents be granted to Her Majesty, to defray the following expenses in connection with Canals, viz.:—*Welland*, \$20,980; *Welland, Port Maitland*, \$1,695.14; *Cornwall*, \$2,020; *Williamsburgh*, \$600; *Chambly*, \$2,900; *Jarillon* and *Grenville*, \$3,300; *Rideau*, \$2,050; *Dredge Vessels*, \$1,200, for the year ending 30th June, 1883.

The said Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Ten thousand seven hundred and thirteen dollars and fifty-four cents be granted to Her Majesty, to defray the following expenses in connection with Civil Government, viz.: Department of the Interior,—To provide for the increase of salary from \$1,800 to \$2,200 per annum, of one Chief Clerk, *A. M. Burgess*, from 1st January to 30th June, 1883, \$200; to provide for the salary of one 1st Class Clerk, *J. R. Hall*, at \$1,800, from 1st January to 30th June, 1883, \$900; to provide for the salary of one 2nd Class Clerk, *J. Pope*, from 1st July, 1882, to 30th June, 1883, \$1,200; to provide for the arrears of salary due one 2nd Class Clerk, *J. Pope*, for the month of June, 1882, \$8.33; to provide for the salary of one 2nd Class Clerk, *B. Wallis*, from 1st June 1882, to 30th June, 1883, at \$1,100 per annum, \$1,191.66; to provide for the salary of one 2nd Class Clerk, *L. C. Pereira*, from 1st January to 30th June, 1883, at \$1,100 per annum, \$550; to provide for the salary of one 2nd Class Clerk, *A. Chisholm*, from 26th December, 1882, to 30th June, 1883, at \$1,100 per annum, 567.74; to provide for the salary of one 2nd Class Clerk, *A. Grignard*, from 1st December, 1882, to 30th June, 1883, at \$1,100 per annum, \$641.66; to provide for the increase of salary of one 3rd Class Clerk, *J. S. Brough*, from \$700 to \$1,000, from 1st January, to 30th June, 1883, \$150; to provide for the salary of two 3rd Class Clerks, *J. S. Brough*, and *R. M. Bonfellow*, from 1st June, 1882, to 30th June, 1883, at \$700 per annum, \$1,516.66; to provide for the increase of salary of one 3rd Class Clerk, *R. M. Bonfellow*, from \$700 to \$950, from 1st January to 30th June, 1883, \$125; to provide for the salary of one 3rd Class Clerk, *L. G. Brooke*, from 1st June, 1882, to 30th June, 1883, at \$750 per annum, \$812.50; to provide for the increase of salary of one 3rd Class Clerk, *B. Billings*, from \$700 to \$900 per annum, from 1st January to 30th June, 1883, \$100; to provide for the increase of salary of one 3rd Class Clerk, *H. Sherwood*, from \$700 to \$800 per annum, from 1st January to 30th June, 1883, \$50; to provide for the increase of salary of one 3rd Class Clerk, *R. Rauscher*, from \$700 to \$850 per annum, from 1st January to 30th June, 1883, \$75; to provide for the salary of one 3rd Class Clerk, *G. V. Ardouin*, from 1st January to 30th June, 1883, \$325; to provide for the salaries of two 3rd Class Clerks, from 1st March to 30th June, 1883, at \$400 per annum, \$266.66; to provide for the salaries of three 3rd Class Clerks, from 1st March to 30th June, 1883, at \$600 per annum, \$600; to provide for the salaries of four 3rd Class Clerks, from 1st March to 30th June, 1883, at \$750 per annum, \$1,000; to provide for the salary of one 3rd Class Clerk, *F. Loyer*, from 1st June, 1882, to 30th June, 1883, at \$400 per annum, \$433.33, for the year ending 30th June, 1883.

2. *Resolved*, That a sum not exceeding Six hundred and sixty-six dollars and sixty-five cents be granted to Her Majesty, to defray the following expenses in connection with the Department of Indian Affairs, viz: Salary of a surveyor from 1st February to 30th June, 1883, at \$1,600 per annum, for the year ending 30th June, 1883.

3. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to provide for contingent expenditure of the High Commissioner of Canada, in England, for the year ending 30th June, 1883.

4. *Resolved*, That a sum not exceeding Four hundred and sixty-one dollars and fifty cents be granted to Her Majesty, to pay *S. Richards* for holding certain assizes in Ontario, for the year ending 30th June, 1883.

5. *Resolved*, That a sum not exceeding Four thousand and seventy-five dollars and twenty cents be granted to Her Majesty, for expenditure incurred in jail extension, and for the accommodation of Penitentiary convicts in Prince Edward Island, from 1st July, 1873, to 31st December, 1879, for the year ending 30th June, 1883.

6. *Resolved*, That a sum not exceeding Eighty-four thousand dollars be granted to Her Majesty, to defray expenses in connection with site for additional public building, south side of Wellington Street, Ottawa, for the year ending 30th June, 1883.

7. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with additional compensation to Mr. *Calvert Vaux*, for the plans submitted by him for the embellishment and arrangement of the Parliament grounds, *Ottawa*, for the year ending 30th June, 1883.

8. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Pictou* Marine Hospital, *Nova Scotia*, for the year ending 30th June, 1883.

9. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to defray expenses in connection with the *Sussex* Post Office, Custom House, &c., *New Brunswick*, for the year ending 30th June, 1883.

10. *Resolved*, That a sum not exceeding Sixty seven thousand and ninety-five dollars and thirty five cents be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Quebec*: *Montreal* Dominion Buildings, \$8,100; *Chicoutimi* Marine Hospital, \$1,345.35; Wharf and site for Immigrant Building, *Lévis*, \$57,000; *St. Vincent de Paul* Penitentiary, \$650, for the year ending 30th June 1883.

11. *Resolved*, That a sum not exceeding Nine thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Ontario*: To purchase Customs Office, inclusive of ground, &c., *Gananoque*, \$1,200; *Kingston* Military Buildings, \$550; *Hamilton* Immigration Buildings, \$4,000; *Sarnia* Immigrant Building, \$2,500; *Sarnia* Cattle Quarantine Station at *Point Edward*, \$1,500, for the year ending 30th June, 1883.

12. *Resolved*, That a sum not exceeding Fourteen thousand six hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings in *Manitoba*: Immigration Building at *Brandon*, (west of *Winnipeg*) \$9,150; *Winnipeg* Post Office, additions, alterations and fittings (revote), \$5,500, for the year ending 30th June, 1883.

13. *Resolved*, That a sum not exceeding Six thousand dollars be granted to Her Majesty, to defray expenses in connection with Immigrant Building at *Prince Arthur's Landing*, for the year ending 30th June, 1883.

14. *Resolved*, That a sum not exceeding Thirty-nine thousand six hundred and ten dollars be granted to Her Majesty, to defray the following expenses in connection with Public Works, chargeable to Income, viz.: Repairs, Furniture, Heating, &c.—Additional amount required, \$10,000; Heating, Public Buildings—*Ottawa*, \$6,600; Gas, Public Buildings—*Ottawa*, \$750; Water, Public Buildings—*Ottawa*—To cover arrears for 1881-82, paid out of appropriation for 1882-83, and for water supplied to Department of Indian Affairs, \$2,880; New Fire Hose for protection of Public Buildings, *Ottawa*, \$1,400; Department of Indian Affairs, *Wellington Street*, \$2,000; Department of the Interior, Dominion Lands Branch—Fittings and furniture, \$1,080; Assistant Receiver-General's Office, *Toronto*—New doors for vaults, \$1,600; Heating Dominion Public Buildings—Fuel, &c., (hitherto paid for through the respective Departments by which the buildings are occupied), \$11,000; *Winnipeg* Land Office—Finishing rooms in attic, furniture, &c., \$2,300, for the year ending 30th June, 1883.

15. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to defray expenses in connection with *Digby Pier*, *Nova Scotia*, for the year ending 30th June, 1883.

16. *Resolved*, That a sum not exceeding Thirteen thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Quebec*: *Etang du Nord (Magdalen Islands)* \$4,500; *Carleton*—to complete, \$200; *St. Alphonse de Bagotville*, \$3,000; *New Carlisle*, \$4,000; *Lake Megantic*—to complete, \$1,500, for the year ending 30th June, 1883.

17. *Resolved*, That a sum not exceeding Two thousand seven hundred and eighty-four dollars and seventy-nine cents be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *Ontario*: *Cobourg*, \$784.79; *Owen Sound*, \$2,000, for the year ending 30th June, 1883.

18. *Resolved*, That a sum not exceeding Two thousand eight hundred and four dollars and forty cents be granted to Her Majesty, to defray expenses in connection with Harbours and Rivers in *British Columbia*: *Fraser River*, \$300; *Victoria Harbour*—Balance due to representatives of *Thomas Spence*, contractor for removal of Beaver Rock, \$2,504.40, for the year ending 30th June, 1883.

19. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, to pay a gratuity of \$250 to each of the Widows of the late *James Meharg* and *Patrick Cooney*, who met with death accidentally, 19th February, 1831, while discharging their respective duties of Engineer and Fireman of the *Montreal Examining Warehouse*, for the year ending 30th June, 1883.

20. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to pay *O. Dionne*, for detailed statement showing expenditure incurred for construction, maintenance, repairs, &c., in connection with the Public Works of *Canada*, by the Departments of Public Works and Railways and Canals, 1st July, 1867, to 30th June, 1882, for the year ending 30th June, 1883.

21. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Surveys and Inspections—additional amount required, for the year ending 30th June, 1883.

22. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with Slides and Booms, *Saguenay District*, for the year ending 30th June, 1883.

23. *Resolved*, That a sum not exceeding Seven hundred dollars be granted to Her Majesty, to defray expenses in connection with new Dredging Plant,—additional amount required, for the year ending 30th June, 1883.

24. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to provide for payments for extra services to officers of the Marine and Fisheries Department, and for printing and other expenses in procuring information and making payments in connection with the Act granting bounties to fishermen, for the year ending 30th June, 1883.

25. *Resolved*, That a sum not exceeding One thousand seven hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Scientific Institutions: Additional for Meteorological Service, \$1,500; to provide for expenses in connection with Magnetic Observatory at *Toronto*, \$250, for the year ending 30th June, 1883.

26. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, to defray expenses in connection with Steamboat Inspection, for the year ending 30th June, 1883.

27. *Resolved*, That a sum not exceeding Nine thousand four hundred and fifty-one dollars and twenty-five cents be granted to Her Majesty, to defray the following expenses in connection with Lighthouse and Coast-service—To further provide for the payment of Cape Race Light dues, \$451.25; to pay the *Montreal Harbour Commissioners* for maintenance of buoys and beacons during season of 1882. \$7,000; on account of expenses in connection with Surveys of Lakes Superior and *Huron*, \$2,000, for the year ending 30th June, 1883.

28. *Resolved*, That a sum not exceeding One hundred and fifty dollars be granted to Her Majesty, to compensate the Reverend Mr. *Bannon* for services rendered to the Indians of *Big Cove, New Brunswick*, during the two past years, 1881-82, 1882-83, for the year ending 30th June, 1883.

29. *Resolved*, That a sum not exceeding Two hundred thousand dollars be granted to Her Majesty, to supplement the amounts voted for expenditure on various sub-heads in *Manitoba* and *North-West*, for the year ending 30th June, 1883.

30. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to meet additional amount required for the *North-West Mounted Police Service*, for the year ending 30th June, 1883.

31. *Resolved*, That a sum not exceeding Ten thousand eight hundred and forty one dollars and thirty-nine cents be granted to Her Majesty, to provide for the

expenses incurred during the journey of His Excellency the Governor General and suite to *British Columbia* and return, for the year ending 30th June, 1883.

32. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to provide for expenses in connection with the International Fisheries Exhibition, for the year ending 30th June, 1883.

33. *Resolved*, That a sum not exceeding Two thousand six hundred and fifty-six dollars and ninety-five cents be granted to Her Majesty, to provide for a retiring allowance to the undermentioned members of the Dominion Police Force: Superintendent *O'Neill*, \$612.20; Sergeant Major *Connor*, \$601.75; Constable *Kane*, \$542.58; Constable *Purcell*, \$336.83; Constable *Jones*, \$402.09; Gratuity to Mrs. *Egan*, widow of Constable *Egan*, \$161.50, for the year ending 30th June, 1883.

34. *Resolved*, That a sum not exceeding Seven hundred and forty-three dollars and fifty cents be granted to Her Majesty, to pay the legal expenses incurred in the defence of Mr. *John Burgess*, Steamboat Inspector for the District of *Montreal*, who was tried for manslaughter in connection with the explosion of the boiler of the steamer "*Richelieu*," for the year ending 30th June, 1883.

35. *Resolved*, That a sum not exceeding Seven hundred and seven dollars and fifty cents be granted to Her Majesty, to provide for the payment of damages and costs in the suit of *Phair vs. Venning*, for the year ending 30th June, 1883.

36. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to provide for the publication of the proceedings of the Royal Society, for the year ending 30th June, 1883.

37. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to meet payments to Extra Clerks for services rendered in preparation of returns ordered by Parliament, for the year ending 30th June, 1883.

38. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to defray expenses in connection with the Factory Commission—Advance to Mr. *Blakeby*, for the year ending 30th June, 1883.

39. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to meet expenditure in connection with *Fort McLeod* and *Kootenay Pack Trail* (revote), for the year ending 30th June, 1883.

40. *Resolved*, That a sum not exceeding Four thousand five hundred dollars be granted to Her Majesty, to meet expenditure in connection with the Board of Civil Service Examiners, for the year ending 30th June, 1883.

41. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to purchase 500 copies of the Parliamentary Companion, for the year ending 30th June, 1883.

42. *Resolved*, That a sum not exceeding Nine hundred dollars be granted to Her Majesty, to purchase 300 copies of the Dominion Annual Register and Review of 1882, for the year ending 30th June, 1883.

43. *Resolved*, That a sum not exceeding Two thousand nine hundred and twenty dollars and eighty-eight cents be granted to Her Majesty, to pay the balance of the accounts of *L. J. Demers et Frère*, for printing the first volume, and also the second volume in *French*, of the Report of the Canadian *Pacific Railway Commissioners*, for the year ending 30th June, 1883.

44. *Resolved*. That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty, to pay Mr. *A. Audet*, for translating into *French*, the Report of the Canadian *Pacific Railway Commissioners*, for the year ending 30th June 1883.

45. *Resolved*, That a sum not exceeding Sixteen thousand eight hundred and twenty-one dollars and forty-nine cents be granted to Her Majesty, to defray sundry expenses in connection with the Canadian *Pacific Railway Commission*, *vide statement of Unforeseen Expenses* laid before Parliament, for the year ending 30th June, 1883.

46. *Resolved*, That a sum not exceeding Two thousand seven hundred and ninety-four dollars and thirty-two cents be granted to Her Majesty, to pay damages awarded in the case of *Robertson vs. The Queen*, for the year ending 30th June, 1883.

47. *Resolved*, That a sum not exceeding One thousand two hundred and five dollars and forty-two cents be granted to Her Majesty, to pay the Merchants' Bank the cost of suit in the case of Merchants' Bank *vs.* *Regina*, for the year ending 30th June, 1883.

48. *Resolved*, That a sum not exceeding One hundred and forty-two thousand seven hundred and twenty dollars be granted to Her Majesty, to defray the following expenses in connection with Post Office: To pay Intercolonial Railway additional rate of \$20 per mile per annum on 843 miles of railway, for the years 1881-82, 1882-83, per Order in Council, 20th November, 1882, \$33,720; *Ontario*, Ordinary Service—Mail Service, \$10,000; Salaries, \$12,000; Miscellaneous, \$15,000; *Quebec*, Ordinary Service—Mail Service, \$10,000; Miscellaneous, \$10,000; *New Brunswick*, Ordinary Service—Mail Service, \$2,000; Salaries, \$1,000; *British Columbia*, Ordinary Service—Mail Service, \$2,000; Salaries, \$2,000; *Manitoba, Keewatin and North-West*, Ordinary Service—Mail Service, \$10,000; Salaries, \$25,000; Miscellaneous, \$10,000, for the year ending 30th June, 1883.

49. *Resolved*, That a sum not exceeding Twenty-five thousand dollars be granted to Her Majesty, to provide for amount required to complete the Customs service in the Province of *Manitoba*, for the year ending 30th June, 1883.

50. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to provide for the cost of obtaining stamps, and for the stamping of imported and Canadian Tobacco, under the provisions of 43 *Victoria*, chapter 19, for the year ending 30th June, 1883.

51. *Resolved*, That a sum not exceeding One hundred dollars be granted to Her Majesty, to pay *H. D. Munro*, difference between his salary as Probationary Excise-man and the salary to which he became entitled by passing the Excise Examination, from 1st July, 1881, to 1st July, 1882, he having been prepared to sit for examination at the former date, but not being permitted to do so, as he could not be spared from his duties at the time the examination was held, for the year ending 30th June, 1883.

52. *Resolved*, That a sum not exceeding Forty dollars be granted to Her Majesty, to pay *F. G. Wainwright* for extra service in *Halifax* Office, from 14th October to 20th December, 1881, for the year ending 30th June, 1883.

53. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to pay *H. H. Grant*, difference between his salary and salary of his predecessor, as Collector of Inland Revenue at *Halifax*, from 1st January, 1882, to 30th June, 1883, for the year ending 30th June, 1883.

54. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to pay *J. Griffith*, Collector of Inland Revenue, *Sherbrooke*, difference required to increase his salary to \$1,000 per annum, from 1st July, 1881, to 30th June, 1883, for the year ending 30th June, 1883.

55. *Resolved*, That a sum not exceeding Four hundred dollars be granted to Her Majesty, to pay *Martin Battle*, for extra services performed by him for the six years preceding 1st July, 1882, in connection with the establishing of an uniform method of inspecting petroleum, for the year ending 30th June, 1883.

56. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to pay salaries of operators, and for materials required for night service—Telegraph Lines, *British Columbia*, 1st January to 30th June, 1883, for the year ending 30th June, 1883.

57. *Resolved*, That a sum not exceeding One hundred and fifty thousand dollars be granted to Her Majesty, to provide for further amount required for services in connection with Dominion Lands, for the year ending 30th June, 1883.

58. *Resolved*, That a sum not exceeding Five hundred and forty-two thousand nine hundred and ninety-two dollars and thirty-two cents be granted to Her Majesty, to defray unprovided items of 1881-82 (*vide* Auditor-General's Report, page 435), for the year ending 30th June, 1883.

The first forty-two Resolutions, being read a second time, were agreed to.
And The House having continued to sit till after Twelve of the Clock on Wednesday morning ;

Wednesday, 16th May, 1883.

The Forty-third, Forty-fourth and Forty-fifth Resolutions, being read a second time, were postponed.

The next twelve Resolutions, being read a second time, were agreed to,
The Fifty-eighth Resolution, being read a second time, was postponed.

And then The House, having continued to sit till five minutes before One of the Clock on Wednesday morning, adjourned till this day.

Wednesday, 16th May, 1883.

PRAYERS.

Mr. *Caron*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 21st February, 1883, for a copy of contract, correspondence, Reports and Statement of payments made in connection with the manufacture of great guns for the Government of *Canada*. (*Sessional Papers, No. 116.*)

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Supplementary Return to an Address to His Excellency, dated 15th March, 1883, for all correspondence, Reports, Orders in Council, and all other documents relating to any claim made by the Provincial Government of *Prince Edward Island*, for a refund of their expenditure upon Public Wharves and Piers, and also in connection with the maintenance of short term prisoners in that Province since its admission to the Union. (*Sessional Papers, No. 46d.*)

Also, Return to an Order of this House, dated 20th February, 1883, for a Return giving every form of patent arrangement, or agreement between Companies and the Government in regard to Colonization grants, the date of issue in each case of such document, the name of the Company entering into the agreement, and the character of the agreement in each case entered into. (*Sessional Papers, No. 117.*)

Also, Return to an Address to His Excellency, dated 19th March, 1883, for copies of all correspondence, from 1st July, 1867, to this date, between the Dominion Government and the several Provincial Governments of the Dominion, respecting the claims of each of the said Provincial Governments against the Dominion, for the repayment of sums expended by the Provinces on account of the Dominion for the administration of justice in the several Provinces; that is to say, for the arrest, trial, conviction and maintenance of persons guilty of violating the Criminal Law;

2nd. A statement, in detail, of the claims settled, the date of settlement, the sums paid and the names of the Provinces to which the payments were made. (*Sessional Papers, No. 119.*)

Also, Supplementary Return to an Order of this House, dated 20th February, 1883, for a Statement shewing the gross amount of receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in the Provinces of *Ontario, Quebec,*

New Brunswick and Nova Scotia, from the 1st day of July, 1856, to the 1st day of July, 1882, and the purpose to which the sums so received have been applied; also a Statement shewing the several properties of which portions have been sold or leased, and the number of acres in each case. (*Sessional Papers, No. 82a.*)

Also, Return to an Order of this House, dated 7th March, 1883, for copies of all correspondence and Reports relating to the *Charybdis*, not already brought down; a detailed Statement of all expenditure incurred in connection with said vessel; also, all correspondence relating to the sale by the Government, of said vessel, or the transfer and delivery thereof to the Imperial Government, or to any one representing such Government; also, a detailed Statement of the employment of said vessel since the acceptance thereof by the Dominion Government, and how now employed or where stationed. (*Sessional Papers, No. 120.*)

And also, Return to an Address to His Excellency, dated 15th March, 1883,—and to an Order of this House, dated 23rd April, 1883, for copies of all correspondence, Orders in Council and papers not already brought down, relating to the grant of permission to cut Timber or to mine on Lands within the Territory now in dispute with *Ontario*; with a Statement of the grants made and the names of the persons to whom they have been made, and the amounts received from the same up to the present time; and of all permits and licenses of permits granted to make timber ties, telegraph poles and saw-logs, within the District of Rainy Lake and River, and Lake of the Woods and tributary streams; said Return to show the quantities removed and dues collected on the same up to the latest date, and the area of territory granted to each person, and by whom surveyed, with all correspondence in connection therewith, up to the latest date. (*Sessional Papers, No. 118.*)

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to encourage the manufacture of Pig Iron in *Canada*, from Canadian ore.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Resolved, That this House do immediately resolve itself into a Committee to consider a certain proposed Resolution respecting the sale of Intoxicating Liquors in the several Provinces of the Dominion.

The House accordingly resolved itself into the said Committee.

(*In the Committee.*)

Resolved, That it is expedient to bring in a Bill to regulate the granting of Shop, Saloon, Hotel, Vessel and Wholesale Licenses for the sale of Intoxicating Liquors in the several Provinces of the Dominion.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Colby* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Colby* reported the Resolution accordingly; and the same was read, as followeth:—

Resolved, That it is expedient to bring in a Bill to regulate the granting of Shop, Saloon, Hotel, Vessel and wholesale Licenses for the sale of Intoxicating Liquors in the several Provinces of the Dominion.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill respecting the sale of Intoxicating Liquors, and the issue of Licenses therefor.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to amend The Patent Act of 1872";

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the third reading of the Bill to make further provision respecting the Regulation and Collection of tolls on Government timber slides and other works constructed to facilitate the transmission of timber, lumber and saw logs;

Ordered, That the said Order be discharged.

Ordered, That the Bill be now re-committed to a Committee of the Whole House, for further consideration.

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to amend and consolidate the Acts relating to the "Superannuation of persons employed in the Civil Service of *Canada*;"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Ordered, That the Resolution respecting the Superannuation of persons employed in the the Civil Service of *Canada*, agreed to by this House on Friday, the 27th April last, be referred to the said Committee.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth;—

The Senate have passed the Bill, intituled: "An Act to consolidate and amend "the several Acts respecting the Inland Revenue," with several Amendments, to which they desire the concurrence of this House.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding One hundred and forty-five dollars and eighty-three cents be granted to Her Majesty, to pay *C. J. Jones*, difference of salary between \$1,450 and \$1,800, from 1st February to 30th June, as provided by the Civil Service Act, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Two thousand and fifty dollars be granted to Her Majesty, to provide for the salary of one Chief Clerk in Correspondence Branch, Department of the Secretary of State, \$2,000; to provide for statutory increase to the salary of one Clerk (omitted in main Estimates), \$50, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Two hundred dollars be granted to Her Majesty, to pay additional allowances to the Clerk of Contingencies, Department of Finance, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty, to provide for the salaries of two 3rd Class Clerks at \$700—Department of Railways and Canals, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Three thousand two hundred dollars be granted to Her Majesty, to provide for the salary of the Surveyor-General, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding Two hundred and fifty dollars be granted to Her Majesty, to provide for the usual increase of salary to the Chief Clerk, Superintendent of Printing and Supply Branch, Post Office Department, from the 1st July, 1883, and of the Assistant Superintendents of the Money Order and Savings Bank Branches, from the 1st July, 1882, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to make payment to officers of the Privy Council who are engaged after hours, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Two thousand four hundred dollars be granted to Her Majesty, to pay to the Widow of the late Judge *Fisher*, for extra services rendered by him to the Government, under Commission, from 1870 to 1881, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred and fifty dollars be granted to Her Majesty, for a gratuity of one year's salary to *J. Dillon*, Guard at *Kingston Penitentiary*, as compensation for the loss of sight whilst performing his duties, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One thousand and sixty dollars be granted to Her Majesty, to provide for the purchase of twenty copies of "*Harrington's Life of Sir William Logan*," at \$3, \$60; for purchase of works on *America*, \$1,000, for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Three hundred and eighty-three dollars and fifty-six cents be granted to Her Majesty, to meet amount required to pay *L. J. Piteau*, indemnification for loss of appointment as Assistant French Translator, 1878, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Immigration, viz.:—*Victoria, B.C.*, Agent, \$1,000; Contingencies, \$500, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Quarantine, viz.: *Sydney, N.S.*, Inspecting Physician, \$1,000; Steward, \$400, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding One hundred and eighty thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in con-

nection with Militia, viz: For purchase of building and property situated on the east side of the *Rideau Canal Basin*, required for Military Store purposes at *Ottawa*, \$8,000; To purchase Artillery ammunition, \$20,000; Artillery Battery and Cavalry and Infantry Schools, \$150,000; Required to provide for the ventilation and sanitary requirements of the Royal Military College of *Canada*, at *Kingston*, \$2,500, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to pay additional amount required for site for additional Public Buildings south side of *Wellington Street*, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Forty-one thousand six hundred dollars be granted to Her Majesty, to defray expenses connected with Public Buildings, *Nova Scotia*, viz: *Arichat* Post Office, Custom House, &c., site \$1,200; *Yarmouth* Post Office, Custom House, &c., \$15,000; *Pictou* Marine Hospital, proposed extension, \$2,400; *North Sydney*, Post Office, Custom House, &c. \$15,000; *Baddeck*, Post Office, Custom House, &c, \$3,000, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Post Office, Custom House, &c., at *Montague, Prince Edward Island*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Nineteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *New Brunswick*, viz: *Bathurst*, Post Office, Custom House, &c., \$10,000; *Portland* Post Office, \$9,000, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding One hundred thousand nine hundred and sixty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Quebec*, viz.: *Hull* Post Office and Inland Revenue Offices, \$4,700; *Lévis* Immigrant Buildings—additional amount required, \$15,000; *Montreal* Immigrant Buildings, \$15,000; *Montreal* Custom House, \$3,000; *Montreal* Inland Revenue Building, \$11,260; *Montreal* Examining Warehouse, \$45,000; *St. Vincent de Paul* Penitentiary, \$7,000, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding One hundred and thirty-one thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Ontario*, viz.: *Orangeville*, Post Office, &c., \$6,000; *Toronto* Examining Warehouse, \$50,000; *Belleville*, Post Office, Custom House, &c., \$3,100; *Peterborough*, Post Office, Custom House, &c., \$15,000; *Gananoque*, Custom House and Inland Revenue Offices—additional amount required to complete, \$2,500; *Berlin*, Post Office, Custom House, &c., (Revote \$4,000), \$20,000; *St. Catharines* Post Office, &c., \$17,000; *Toronto* Drill Shed, \$8,000; Parliament Buildings, *Ottawa*—Alterations—Post Office, House of Commons, \$1,000; *London* Custom House—addition for Weights and Measures and Gas Inspection Offices, \$5,000; *Chatham*, Post Office, Custom House, &c., \$3,600, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Manitoba*, viz.: Lieutenant-Governor's residence, stables, &c., *Winnipeg*—additional amount required, \$5,000; Dominion Land Office, *Winnipeg*—extension, \$10,000; *Winnipeg* Powder Magazine, \$5,000, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Twenty-nine thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *North-West Territories*, viz.: Immigrant Station, west of *Qu'Appelle*, \$12,000; New Public Buildings at *Regina*, Capital of the *North-West Territories*—additional amount required, \$7,000; Immigrant Station at *Qu'Appelle*, \$10,000, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Forty-two thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *British Columbia*, viz.: *British Columbia* Penitentiary, *New Westminster*, (Revote, \$10,000), \$40,000; *Nanaimo* Post Office, Custom House, &c.,—additional amount required to complete, \$2,000, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Twenty-six thousand dollars be granted to Her Majesty, to defray expenses of heating Dominion Public Buildings—Fuel, &c., hitherto paid for by the respective Departments by which the Buildings are occupied, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with *Fort Dufferin, St. John, N. B.*, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Twenty-nine thousand eight hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Nova Scotia*, viz.: *Great Village River*—Locality furnishing \$4,000, (Revote), \$5,000; *Chipman's Brook*—Repairs, \$1,500; *Harborville*—Repairs, \$1,500; *Maitland*—Repairs to wharf, \$750; *Yarmouth*, \$4,600; *Parker's Cove* (Revote, \$1,000) \$2,000; *Grand Narrows, Barra Strait*, \$3,000; *Oyster Pond*, \$2,000; *White Point*, \$1,000; *Militia Point*, \$2,000; *Catalogue Gut*, \$1,500; *McNair's Cove*, \$5,000, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding Seven thousand two hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Prince Edward Island*, viz.: *South, River, Murray Harbour*, to complete, \$3,250; *Malpeque*, \$4,000, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Twenty-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *New Brunswick*, viz.: *Breakwater, Upper Salmon River*, \$4,000; *Mispec Breakwater*, \$4,000; *Caraget*. (Revote), \$3,000; *Robby's Point*, \$1,500; *Hopewell Cape*, Ballast wharf, &c., \$4,000; *Grand Anse*, \$2,000; *Shippegan*, \$4,000; *Buctouche*, \$3,000; *Baie Verte*, Ballast pier, \$500, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Forty-six thousand nine hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, Province of Quebec, viz.: *Piers, Lake Megantic*, \$1,500; Wharf at bridge, across River *Richelieu*, on road between *Lacolle* and *Clarenceville*, \$3,000; *St. Jean d'Orléans*, to protect Lighthouse, \$6,000; *Port Daniel*, \$6,000; *River Ottawa*, removal of bars at *Bristol* and *Portage du Fort*, \$2,000; *Sault aux Cochons*, \$4,000; *Pointe aux Orignaux* (*Rivière Ouelle*), to complete, \$4,500; *Ile aux Coudres*, \$500; *Barachois de Malbaie*, \$1,000, and mouth of *Newport River*, \$400, for removal of obstructions; *Rivière du Loup (en bas)*, \$10,000; *Ile aux Grues*, \$5,000; *Chenal du Moine*, *Piers*, (Revote, \$2,000), \$3,000, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Sixty-five thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, Province of Ontario, viz.: *Peterborough*, to complete dredging, \$3,000; *Morpeth, Lake Erie*, the locality having to provide \$4,000, \$4,000; *L'Original*, repairs to wharf, the local authorities furnishing, \$1,000, \$3,000; *Kingsville, Lake Erie*, \$27,500; *Belleville Harbour, Lake Ontario*, the locality furnishing \$4,000, \$6,000; *Southampton, Lake Huron*, \$10,000; *Owen Sound, Lake Huron*, \$5,000; *Meaford, Lake Huron*, \$2,000; *Little Nation River*, removal of obstructions, \$2,000; *River Ottawa*, removal of boulders, &c., at the *Narrows*, above *Pembroke*, \$3,000, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with Harbour Improvements at *Prince Arthur's Landing*, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *British Columbia*—Improvement of *Cowichan* and *Courtney Rivers*, \$2,000; *Lillooet River*, \$500, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with Slides and Booms, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, for aid to the Municipality of *Russell, Manitoba*, towards the construction of a bridge across the *Assiniboine*, near the mouth of *Shell River*, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with the erection of a Monument to *Joseph Brant*, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with a Telegraph Line from a point opposite *New Westminster* to *Ladner's Landing, British Columbia*, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding One hundred and fifty-eight thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Intercolonial Railway:—*St. Charles Branch*—Shunting and Station yard, *Point Lévis*, \$47,500; to pay Intercolonial Railway Commission, Staff and other expenses, \$20,000; *Rivière du Loup, Town Branch*, \$25,000; *Dalhousie Branch*, \$60,000; Miscellaneous works, not otherwise provided for, \$6,000, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Ninety-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Canals, viz:—*St. Peter's Canal*, \$14,000; *Williamsburgh Canal*, towards the enlargement of the upper entrance, *Galop's Land*, \$80,000; *Culbute Canal*—to remove a shoal above the Locks, \$2,000, for the year ending 30th June, 1884.

39. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty to defray expenses in connection with Steam Communication between *Port Mulgrave* Railway terminus and *Cheticamp*, touching semi-weekly at *Port Hood, Mabou, Broad Cove, Mayane* and *Cheticamp*, the Local Government having granted a similar amount conditionally on a Dominion vote for the same service, for the year ending 30th June, 1884.

40. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with Ocean and River Service—additional amount required for purchase of Life-boats, Stations and Life-preservers; maintenance of crews and rewards for saving life, for the year ending 30th June, 1884.

41. *Resolved*, That a sum not exceeding Nine hundred dollars be granted to Her Majesty, to defray expenses in connection with the Indians of *Quebec*—Further grant to Supplement the Indian Fund—to open up the roads on the *Oujatchouan Reserve*, for the year ending 30th June, 1884.

42. *Resolved*, That a sum not exceeding Six hundred and eighteen dollars and twelve cents be granted to Her Majesty, to defray the following expenses in connection with the Indians of *New Brunswick*—an amount sufficient to increase the Medical Grant in *New Brunswick* from 23 cents to 50 cents per head on an estimated population of 1,456, \$393.12; to provide for the salary of a Missionary at *Big Cove, County of Kent*, per annum, \$100; to provide salary for a second Medical Officer for the County of *Northumberland*, per annum, \$125, for the year ending 30th June, 1884.

43. *Resolved*, That a sum not exceeding Five hundred and thirty-two dollars and fifty-six cents be granted to Her Majesty, to defray expenses in connection with the Indians of *Nova Scotia*—an amount sufficient to increase the Medical Grant in *Nova Scotia* from 26 cents to 50 cents per head, on an estimated population of 2,219, for the year ending 30th June, 1884.

44. *Resolved*, That a sum not exceeding Four thousand eight hundred and forty-five dollars and two cents be granted to Her Majesty, to defray the following expenses in connection with Excise:—To enable the Department to grant an allowance to Excise officers in *Manitoba* and *British Columbia* to compensate for increased cost of living, as compared with the older Provinces—For *Manitoba*, \$3,000; *British Columbia*, \$500; To make compensation to *Joseph Gilbert, alias Dubuc*, for loss on

tobacco seized from him, the Department, after investigation, being satisfied of his good faith, \$11.68; To pay widow of late *P. Durnford*, formerly Collector at *Montreal*, from 1st July to 30th November, 1868, he not having received any salary for that period, although he performed the duties of the office, \$666.67; To pay *R. Bellemare*, District Inspector of *Montreal* District, for same period and for similar reasons, \$666.67, for the year ending 30th June, 1884.

45. *Resolved*, That a sum not exceeding Fifteen thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Gas Inspection—Equipment for extending the Service to 18 additional Cities and Towns, \$10,000; Contingencies of Gas Inspectors' offices, \$5,500, for the year ending 30th June, 1884.

46. *Resolved*, That a sum not exceeding One thousand three hundred and ninety dollars and eight cents be granted to Her Majesty, to defray the following expenses in connection with Weights and Measures:—To provide for increases to certain Inspectors and Assistants, \$500; to pay ex-Inspectors, sums deducted for superannuation, as voted in 1880, \$2,87.727; paid during 1879 80, \$1,987.10; lapsed and now re-estimated, \$890.08;—for the year ending 30th June, 1884.

47. *Resolved*, That a sum not exceeding Twenty thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Post Office:—To provide for statutory increments of salary and changes in classification during 1883 84, in the Outside Service of the Post Office, under authority of the Canada Civil Service Act, 1882—For Clerks, &c., Inspector's Offices, \$2,000; for Railway Mail Clerks, \$6,000; for Clerks, letter Carriers, &c., in City Post Offices, \$12,000; To provide for additional salary to the Assistant Postmaster of Halifax, N.S., he being entitled thereto under the provisions of the Civil Service Act, 1883, \$200, for the year ending 30th June, 1884.

48. *Resolved*, That a sum not exceeding Seven thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with maintenance and repairs of Slides and Booms, viz:—Retaining boom and piers,—Grandes Piles, River St. Maurice (Re-vote) \$7,000; River *Trent* and *Newcastle* Districts—additional amount required, \$250, for the year ending 30th June, 1884.

49. *Resolved*, That a sum not exceeding One hundred and eighty dollars be granted to Her Majesty, to compensate Mr. *Thomas Munro*, for performing the duties of Superintendent of Canals for one and a half months in 1879, for the year ending 30th June, 1884.

Resolutions to be reported.

And The House having continued to sit till after Twelve of the Clock on Thursday morning;

Thursday, 17th May, 1883.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Rykert* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

And then The House, having continued to sit till half an hour after One of the Clock on Thursday morning, adjourned till this day.

Thursday, 17th May, 1883.

PRAYERS.

The following Petitions were severally brought up, and laid on the Table :—

By Mr. *Wheler*,—The Petition of the Municipal Council of the Village of *Bracebridge*, District of *Muskoka* ; and the Petition of the Municipal Council of the Village of *Gravenhurst*.

Pursuant to the Order of the Day, the following Petition was read and received :—

Of the Dominion Alliance for the suppression of the Liquor Traffic; praying that in the event of a Bill being introduced for the regulation of the Liquor Traffic in *Canada*, no restrictions at present imposed thereon be relaxed, but that certain additional restrictions and provisions may be imposed in relation thereto.

Mr. *White (Renfrew)*, from the Select Standing Committee on Immigration and Colonization, presented to the House the First Report of the said Committee, which was read. (*Appendix, No. 6.*)

Mr. *Pope*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 16th April, 1883, for copies of all correspondence, Reports, &c., in reference to the immigration of Jewish Refugees from *Russia* into any part of *Canada*, and in reference to the subsequent maintenance and disposal of such immigrants;—with a Statement of costs, if any, connected with their immigration and maintenance. (*Sessional Papers, No. 93c.*)

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill further to amend the Tariff of Duties of Customs.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Colby*,

Resolved, That this House doth concur in the Seventh Report of the Joint Committee of both Houses on the Printing of Parliament.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, laid before the House,—a Telegram from *Shadroch Holly*, Mayor of *St. John, N.B.*, accompanied by a copy of a Memorial to His Excellency the Governor General, in relation to the Resolution respecting the proposed loan to the *St. John Bridge and Railway Company*. (*Sessional Papers, No. 47a.*)

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House,—The award of *John Page*, Civil Engineer, on the claim of Messrs. *Heney, Stewart & Co.*, Contractors for work at *Greece's Point*,—amount of award \$17,370. (*Sessional Papers, No. 105b.*)

Sir *Charles Tupper* moved, seconded by Sir *Hector L. Langevin*, That this House will, To-morrow, resolve itself into a Committee to consider a certain proposed Resolution respecting the granting of Subsidies to certain Railway Companies, in *Quebec, New Brunswick, Nova Scotia and Ontario*.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

And the Question being proposed, That this House will, To-morrow, resolve itself into the said Committee;

And a Debate arising thereupon;

Mr. *Bergin* moved, seconded by Mr. *Hickey*, and the Question being put, That the Debate be adjourned:—It passed in the Negative.

And the Question being put;

Resolved, That this House will, To-morrow, resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: "An Act to amend the Act incorporating the European, American, Canadian and Asiatic Cable Company (Limited)," and to change the name thereof to 'The American, British and Continental Cable Company (Limited),' without any amendment.

The Order of the Day being read, for the second reading of the Bill to amend the Act Thirty-eighth *Victoria*, Chapter Fifty-six, intituled: "An Act respecting the Graving Dock in the Harbour of *Quebec*, and authorizing the raising of a loan in respect thereof;"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill to amend the Act thirty-sixth *Victoria*, Chapter sixty-two, and the Act forty-third *Victoria*, Chapter seventeen, respecting the *Quebec* Harbour Commissioners;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act to consolidate and amend

“the several Acts respecting the Inland Revenue,” and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

And The House having continued to sit till after Twelve of the Clock on Friday morning;

Friday, 18th May, 1883.

The House proceeded to take into further consideration the Forty-third, Forty-fourth, Forty-fifth, and Fifty-eighth Resolutions which were on Tuesday last reported from the Committee of Supply, and which Resolutions were then postponed; and the same were again read, as followeth:—

43. *Resolved*, That a sum not exceeding Two thousand nine hundred and twenty dollars and eighty-eight cents be granted to Her Majesty, to pay the balance of the accounts of *L. J. Demers et Frère*, for printing the first volume, and also the second volume in *French*, of the Report of the Canadian *Pacific* Railway Commissioners, for the year ending 30th June, 1883.

44. *Resolved*, That a sum not exceeding One thousand three hundred dollars be granted to Her Majesty, to pay Mr. *A. Audet*, for translating into *French*, the Report of the Canadian *Pacific* Railway Commissioners, for the year ending 30th June, 1883.

45. *Resolved*, That a sum not exceeding Sixteen thousand eight hundred and twenty-one dollars and forty-nine cents be granted to Her Majesty, to defray sundry expenses in connection with the Canadian *Pacific* Railway Commission, (*vide* statement of unforeseen expenses laid before Parliament), for the year ending 30th June, 1883.

58. *Resolved*, That a sum not exceeding Five hundred and forty-two thousand nine hundred and ninety-two dollars and thirty-two cents be granted to Her Majesty, to defray unprovided items of 1881-82 (*vide* Auditor-General's Report, page 435), for the year ending 30th June, 1883.

And the said Resolutions were agreed to.

And then The House, having continued to sit till twenty-five minutes after Twelve of the Clock on Friday morning, adjourned till this day.

Friday, 18th May, 1883.

PRAYERS.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Address to His Excellency, dated 2nd March, 1883, for a Return of all correspondence between the Judge or any of the Judges of the Maritime Court of the Province of *Ontario* and the Government, respecting the Rules, practice and procedure of said Court, and the simplification thereof; and the fees and charges now taxable in the said Court; also, copies of any amended Rules or proposed amended Rules, since 1st January, 1882. (*Sessional Papers, No. 62a.*)

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Resolved, That when this House adjourns this day, it shall stand adjourned till three o'clock, P.M., To-morrow, and that on that day and the following Monday, Government measures shall have precedence.

Mr. *Blake* moved, seconded by Mr. *Vail*, That the Petition of the Dominion Alliance for the suppression of the Liquor Traffic, received and read yesterday, be printed; And the said Motion was, in conformity with the 94th Rule, referred to the Joint Committee of both Houses on the Printing of Parliament

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House,—Papers respecting the granting of Subsidies to the following Railways:—*Baie des Chaleurs* Railway Company,—*Caraquet* Railway Company, N.B.,—*Gatineau Valley* Railway Company,—Great American and European Short Line Railway Company,—International Railway Company,—*Miramichi Valley* Railway Company,—*Montreal* and Western Railway Company,—*Napanee, Tamworth* and *Quebec* Railway Company,—*Quebec* and *Lake Saint John* Railway Company,—and Railway between *Petitcodiac* and *Havelock Corner*, N.B. (*Sessional Papers*, No. 121)

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting the granting of Subsidies to certain Railway Companies in *Quebec*, *New Brunswick*, *Nova Scotia* and *Ontario*.

(*In the Committee.*)

Resolved, That it is expedient to authorize the Governor in Council to grant the subsidies hereinafter mentioned to the Railway Companies, and for the Railways also hereinafter mentioned, that is to say:

To the <i>Baie des Chaleurs</i> Railway Company for 100 miles of their Railway from <i>Metapedia</i> on the Intercolonial Railway to <i>Paspébiac</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$320,000
To the <i>Caraquet</i> Railway Company for 36 miles of their Railway, from a point near <i>Bathurst</i> to <i>Caraquet</i> in the Province of <i>New Brunswick</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
To the <i>Gatineau Valley</i> Railway Company for the first 50 mile section of their Railway from <i>Hull</i> Station in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
To the Great American and European Short Line Railway Company for 80 miles of their Railway from <i>Canso</i> to <i>Louisburg</i> or <i>Sydney</i> , in the Province of <i>Nova Scotia</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
To the International Railway Company for 49 miles of their Railway from <i>Sherbrooke</i> , in the Province of <i>Quebec</i> , to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
In connection with the extension of this road through <i>Maine</i> to connect with <i>New Brunswick</i> , at or near <i>Vanceborough</i> or south of that point.	
To the <i>Miramichi Valley</i> Railway Company for 32 miles of their Railway, from the Intercolonial Railway near the <i>Miramichi</i> , to <i>Moran's</i> , near <i>Demphy</i> Village, in the Province of <i>New Brunswick</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	102,400

To the <i>Montreal and Western Railway Company</i> , for the first 50 mile section of their Railway, out of <i>St. Jérôme</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$4,200 per mile, nor exceeding in the whole.....	\$160,000
To the <i>Napanee, Tamworth and Quebec Railway Company</i> , for 28 miles of their Railway, from <i>Napree</i> to <i>Tamworth</i> , in the Province of <i>Ontario</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
To the <i>Quebec and Lake St. John Railway Company</i> , for 25 miles of their Railway, from <i>St. Raymond</i> to <i>Lake St. John</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
In addition to the subsidy granted by the Act 45th <i>Victoria</i> , Chapter 14.	
For a Railway from the <i>Intercolonial Railway</i> at <i>Petitcodiac</i> to <i>Havelock Corner</i> , in the Province of <i>New Brunswick</i> , 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
For a Railway from <i>Gravenhurst</i> to <i>Cawlander</i> , 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole.....	660,000
In addition to the subsidy granted by the Act 45th <i>Victoria</i> , Chapter 14.	
Total.....	\$2,138,400

The nine subsidies first mentioned to be granted to the Companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such Companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said Railways, respectively, and all the eleven lines above mentioned shall be constructed within a reasonable time, not to exceed four years, to be fixed by Order in Council; according to descriptions and specifications to be approved by the Governor in Council, on the Report of the Minister of Railways and Canals, and specified in an agreement to be made by each Company with the Government, and which the Government shall be empowered to make; and all the said subsidies, respectively, to be payable out of the Consolidated Revenue Fund of *Canada* by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the Report of the said Minister.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Rykert* reported, That the Committee had come to a Resolution.

Ordered, That the Report be received To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: "An Act further to amend The General Inspection Act, 1874," without any amendment.

The Order of the Day being read, for the second reading of the Bill further to amend "The Consolidated Railway Act, 1879," and to declare certain lines of Railway to be works for the general advantage of *Canada*;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Colby reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time at the next sitting of the House.

And The House having continued to sit till after Twelve of the Clock on Saturday morning;

Saturday, 19th May, 1873.

The House, according to Order, resolved itself into a Committee on the Bill from the Senate, intituled: "An Act to amend and consolidate the Laws relating to "Penitentiaries," and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Daly reported, That the Committee gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time at the next sitting of the House this day.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act further to amend and to consolidate as so "amended, the several Acts respecting the Public Lands of the Dominion therein "mentioned."

The first four Amendments being read a second time, were agreed to.

The fifth Amendment being read a second time, as followeth:—

Page 18, line 25, Leave out from "behalf" to the end of the clause.

Mr. Blake moved, seconded by Mr. Davies, and the Question being put, That this House doth disagree with the Senate in the said Amendment for the reason that it is not fitting to abandon the existing measure of Parliamentary control over such regulations; the House divided: and it passed in the Negative.

The fifth Amendment was then agreed to.

The subsequent Amendments, being read a second time, were agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act further to amend The Interpretation Act";

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Daly reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

And then The House, having continued to sit till One of the Clock on Saturday morning, adjourned till this day.

Saturday, 19th May, 1883.

3 o'Clock, P.M.

PRAYERS.

Pursuant to the Order of the Day, the following Petitions were read and received:—

Of the Municipal Council of the Village of *Bracebridge*, District of *Muskoka*; praying that the *Midland* Railway Company or any other Railway Company who may desire to use the same, may be granted power to use for local and through traffic any line of Railway that may be constructed, extending the Northern Railway of *Canada* from *Gravenhurst* north to *Callander*.

Of the Municipal Council of the Village of *Gravenhurst*; praying that the Northern and North-Western Railway Company of *Canada* may not be allowed to amalgamate with or lease the proposed Railway from *Gravenhurst* to *Callander* and *Sault Ste. Marie*, but that the said Railway be an independent line; or that if such amalgamation be allowed, running powers may be granted to the *Midland* Railway over the proposed Railway from *Atherly* station northward.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 2nd April, 1883, for a Return of a copy of all Reports, Plans and Surveys made by the Government Engineers of *Port Albert* Harbour in the County of *Huron*—and a copy of the estimate of the costs of extending the piers at said Harbour—and of all correspondence between the *Port Albert* Pier Company and the Government respecting said Harbour. (*Sessional Papers*, No. 46c.)

Mr. *White* (*Cardwell*), from the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session, presented to the House the Sixth Report of the said Committee, which was read, as followeth:—

The Committee would recommend,

1st. That Mr. *John A. Lumsden*, a Member of the present staff of Official Reporters, be paid for the present Session, at the same rate as the other Members of the Reporting Staff, viz.: \$1,200;

2nd. That the appointment for the present Session of Mr. *J. O. Marceau*, as second French Reporter be continued, and made permanent.

Mr. *Hackett*, from the Select Standing Committee on Expiring Laws, presented to the House the First Report of the said Committee, which was read, as followeth:—

Your Committee have carefully examined the list of Expiring Laws as prepared by the Law Clerk, and a Bill has been drafted in conformity thereto, which they submit to your Honourable House.

On motion of Mr. *White (Cardwell)*, seconded by Mr. *Colby*,

Resolved, That this House doth concur in the Sixth Report of the Select Committee appointed to supervise the Official Report of the Debates of this House during the present Session.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill to continue for a limited time the Acts therein mentioned.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Mr. *Blake* moved, seconded by Mr. *Laurier*, That the Petition of the Municipal Council of the Village of *Bracebridge*, District of *Muskoka*; and the Petition of the Municipal Council of the Village of *Gravenhurst*, severally read and received this day, be printed; And the said Motion was, in conformity with the 94th Rule, referred to the Joint Committee of both Houses on the Printing of Parliament.

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, That this House do immediately resolve itself into a Committee to consider certain proposed Resolutions respecting the salaries, superannuation and travelling allowances of certain Judges of certain Provincial Courts.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House do immediately resolve itself into the said Committee. The House accordingly resolved itself into the said Committee.

(In the Committee.)

1. *Resolved*, That it is expedient to provide that the salary of the additional Judge of the Court of Appeal for *Ontario*, for whose appointment provision is made by an Act of the Legislature of that Province, 46 *Victoria*, Chapter 6, shall be five thousand dollars per annum.

2. *Resolved*, That if the Chief Justice of the Queen's Bench, the Chancellor of *Ontario*, or the Chief Justice of the Common Pleas, is appointed to the Court of Appeal for *Ontario*, the Governor in Council may direct that he be paid a salary not less than that he previously enjoyed as such Chief Justice or Chancellor.

3. *Resolved*, That the third section (respecting retiring allowances to Judges) of the Act 31 *Victoria*, Chapter 33, shall extend and apply to the Judges of the Supreme Court of Judicature of *Ontario*, and of the Supreme Court of Judicature of *Prince Edward Island*.

4. *Resolved*, That the salaries of the Judges of the Superior Court of the Province of *Quebec*, shall be as follows:—

	Per Annum.
The Chief Justice of the said Court.....	\$6,000
Eleven Puisné Judges of the said Court, whose residences are fixed at <i>Montreal</i> or <i>Quebec</i> , each.....	5,000
Thirteen Puisné Judges of the said Court, whose residences are fixed within districts other than <i>Bonaventure</i> and <i>Gaspé</i> , or <i>Saguenay</i> , each.....	4,000
Two Puisné Judges of the said Court, whose residences are fixed within the districts of <i>Bonaventure</i> and <i>Gaspé</i> , or <i>Saguenay</i> , each.....	3,500

5. *Resolved*, That the salary of the County Court Judge of the Eastern Judicial District of *Manitoba*, shall be \$2,000 per annum for his first three years of service, and \$2,400 per annum after such three years service, and that he shall be paid such travelling allowance as the Governor in Council may from time to time determine.

6. *Resolved*, That the said salaries and allowances shall be paid out of any unappropriated moneys forming part of the Consolidated Revenue Fund of *Canada*.

7. *Resolved*, That from and after the first day of July, in the year 1884, no travelling or circuit allowances shall be paid to the Judges of the Court of Appeal for *Ontario*.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be now received.

Mr. *Richey* reported the Resolutions accordingly; and the same were read, as follow:—

1. *Resolved*, That it is expedient to provide, That the salary of the additional Judge of the Court of Appeal for *Ontario*, for whose appointment provision is made by an Act of the Legislature of that Province, 45 *Victoria*, Chapter 6, shall be five thousand dollars per annum.

2. *Resolved*, That if the Chief Justice of the Queen's Bench, the Chancellor of *Ontario*, or the Chief Justice of the Common Pleas, is appointed to the Court of Appeal for *Ontario*, the Governor in Council may direct that he be paid a salary not less than that he previously enjoyed as such Chief Justice or Chancellor.

3. *Resolved*, That the third section (respecting retiring allowances to Judges) of the Act 31 *Victoria*, Chapter 33, shall extend and apply to the Judges of the Supreme Court of Judicature of *Ontario*, and of the Supreme Court of Judicature of *Prince Edward Island*.

4. *Resolved*, That the salaries of the Judges of the Superior Court for the Province of *Quebec*, shall be as follows:—

	Per Annum.
The Chief Justice of the said Court.....	\$6,000
Eleven Puisné Judges of the said Court, whose residences are fixed at <i>Montreal</i> or <i>Quebec</i> , each.....	5,000
Thirteen Puisné Judges of the said Court, whose residences are fixed within districts other than <i>Bonaventure</i> and <i>Gaspé</i> , or <i>Saguenay</i> , each.....	4,000
Two Puisné Judges of the said Court, whose residences are fixed within the districts of <i>Bonaventure</i> and <i>Gaspé</i> , or <i>Saguenay</i> , each.....	3,500

5. *Resolved*, That the salary of the County Court Judge of the Eastern Judicial District of *Manitoba* shall be \$2,000 per annum for his first three years of service, and \$2,400 per annum after such three years service, and that he shall be paid such travelling allowance as the Governor in Council may from time to time determine.

6. *Resolved*, That the said salaries and allowances shall be paid out of any unappropriated moneys forming part of the Consolidated Revenue Fund of *Canada*.

7. *Resolved*, That from and after the first day of July, in the year 1884, no travelling or circuit allowances shall be paid to the Judges of the Court of Appeal for *Ontario*.

The said Resolutions, being read a second time, were agreed to.

Ordered, That Sir *John A. Macdonald* have leave to bring in a Bill to provide for the salaries and superannuation and travelling allowances of certain Judges of certain Provincial Courts.

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time on Monday next.

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, That this House will, on Monday next, resolve itself into a Committee to consider a certain proposed Resolution respecting an advance of a further sum, not exceeding \$900,000, to the *Montreal Harbour Commissioners*.

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, then acquainted the House, That His Excellency the Governor General, having been informed of the subject matter of this Motion, recommends it to the consideration of the House.

Resolved, That this House will, on Monday next, resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act relating to Bills of Exchange and Promissory Notes in the Province of *Prince Edward Island*," to which they desire the concurrence of this House.

And also, the Senate have passed a Bill, intituled: "An Act to amend the Law respecting Lotteries," to which they desire the concurrence of this House.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Ordered, That the Bill from the Senate, intituled: "An Act relating to Bills of Exchange and Promissory Notes in the Province of *Prince Edward Island*," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time on Monday next.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,
Ordered, That the Bill from the Senate, intituled: "An Act to amend the Law respecting Lotteries," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time on Monday next.

The Order of the Day being read, for the third reading of the Bill further to amend "The Consolidated Railway Act, 1879," and to declare certain lines of Railway to be works for the general advantage of *Canada*;

Sir *Charles Tupper* moved, seconded by Sir *Hector L. Langevin*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Robertson (Shelburne)*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the clause transferring Provincial Railways to the Legislative jurisdiction of the Parliament, by striking out the general provisions affecting independent lines intersecting or touching other Railways; and the provision affecting Lines hereafter chartered by a Provincial Legislature," inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

Armstrong,
Auger,
Bain,
Béchar,
Bernier,
Blake,

Catudal,
Davies,
Fairbank,
Fisher,
Forbes,
Gillmor,

Kirk,
Landerkin,
Lister,
McMillan (Huron),
McCraney,
McIntyre,

Rinfret,
Robertson (Shelburne),
Ross (Middlesex),
Somerville (Brant),
Somerville (Bruce),
Springer,

<i>Bourassa,</i>	<i>Gunn,</i>	<i>Mulock,</i>	<i>Sutherland (Oxford),</i>
<i>Burpee (Sunbury),</i>	<i>Harley,</i>	<i>Paterson (Brant),</i>	<i>Thompson,</i>
<i>Campbell (Renfrew),</i>	<i>Innes,</i>	<i>Pickard,</i>	<i>Trow, ard</i>
<i>Casey,</i>	<i>Irvine,</i>	<i>Platt,</i>	<i>Vail.—42.</i>
<i>Casgrain,</i>	<i>Keefler,</i>		

NAYS :

Messieurs

<i>Allison,</i>	<i>Curran,</i>	<i>Hall,</i>	<i>Paint,</i>
<i>Amyot,</i>	<i>Cuthbert,</i>	<i>Hawkins,</i>	<i>Patterson (Essex),</i>
<i>Baker (Missisquoi),</i>	<i>Daly,</i>	<i>Hay,</i>	<i>Pinsonneault,</i>
<i>Beaty,</i>	<i>Desaulniers,</i>	<i>Jamieson,</i>	<i>Pope,</i>
<i>Benoit,</i>	<i>Dickinson,</i>	<i>Kinney,</i>	<i>Reid,</i>
<i>Benson,</i>	<i>Dodd,</i>	<i>Kranz,</i>	<i>Richey,</i>
<i>Billy,</i>	<i>Dugas,</i>	<i>Landry,</i>	<i>Robertson (Hamilton),</i>
<i>Blanchet,</i>	<i>Dundas,</i>	<i>Langevin,</i>	<i>Robertson (Hastings),</i>
<i>Blondeau,</i>	<i>Dupont,</i>	<i>Lesage,</i>	<i>Shakespeare,</i>
<i>Bowell,</i>	<i>Farrow,</i>	<i>Macdonald (King's),</i>	<i>Small,</i>
<i>Brecken,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John),</i>	<i>Tassé,</i>
<i>Cameron (Inverness),</i>	<i>Fortin,</i>	<i>McDonald (C. Breton),</i>	<i>Taylor,</i>
<i>Campbell (Victoria),</i>	<i>Foster,</i>	<i>McMillan (Vaudreuil)</i>	<i>Tilley,</i>
<i>Carting,</i>	<i>Fréchette,</i>	<i>McCarthy,</i>	<i>Wallace (York),</i>
<i>Cimon,</i>	<i>Gigault,</i>	<i>McDougald,</i>	<i>White (Hastings),</i>
<i>Cochrane,</i>	<i>Girouard (Kent),</i>	<i>McNeill,</i>	<i>Williams,</i>
<i>Colby,</i>	<i>Grandbois,</i>	<i>Mitchell,</i>	<i>Wood (Brockville),</i>
<i>Costigan,</i>	<i>Guilbault,</i>	<i>Montplaisir,</i>	<i>Woodworth, and</i>
<i>Coughlin,</i>	<i>Guillet,</i>	<i>Orton,</i>	<i>Wright.—78.</i>
<i>Coursol,</i>	<i>Hackett,</i>		

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *McCarthy* moved, in amendment, seconded by Mr. *White (Renfrew)*, That all the words after "now" to the end of the Question, be left out, and the words, "re-committed to a Committee of the Whole House for the purpose of amending the "same by striking out Sub-sections 1, 2 and 3 of Section 16 of 'The Consolidated "Railway Act, 1879,' and substituting the following in lieu thereof:—

"16. Fences shall be erected and maintained on each side of the Railway, of the "height and strength of an ordinary division fence, with openings, or gates, or bars "therein, at farm crossings of the road, for the use of the proprietors of the lands "adjoining the Railway, and also cattle guards at all road crossings, suitable and "sufficient to prevent cattle and animals from getting on the Railway.

"(2.) The said words 'openings, gates or bars,' shall be held to mean and shall "in all cases imply sliding gates commonly called hurdle gates, with proper fasten- "ings; but this shall not be interpreted to the profit of those proprietors and tenants "of land crossed by Railways in this Dominion, who had received compensation from "the railway companies, for having omitted the erection of such gates before the "tenth of June, one thousand eight hundred and forty-seven, nor shall it in any way "affect or apply to any Railway constructed or in part constructed, on the tenth of "June, one thousand eight hundred and forty-seven, but the same shall apply only to "such Railways as may have been constructed or commenced after that day.

"(3.) Until such fences and cattle guards are duly made, the Company shall be "liable for all damages which may be done by their trains or engines to cattle, horses "or other animals on the railway.

"(4) After the fences or guards have been duly made, and while they are duly maintained, no such liability shall accrue for any such damages, unless negligently or wilfully done.

"(5) Within six months after any lands have been taken for the use of the Railway, and if thereunto required by the proprietors of the adjoining lands respectively, but not otherwise, the Company shall, at their own costs and charges, set and make on the lands so taken, and from time to time maintain, support and keep in repair, a sufficient post or rail, hedge, ditch, bank or other fence, sufficient to keep off hogs, sheep and cattle, and thereby divide and separate and keep constantly divided and separated such lands from the lands or grounds adjoining thereunto.

"And that sub-sections (4) and (5) and (6) be hereafter numbered (6) (7) and (8)," inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the main Question, so amended being put:—It was resolved in the Affirmative.

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. Colby reported, That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Sir Charles Tupper, a Member of the Queen's Privy Council, laid before the House,—Papers respecting the granting of a proposed further subsidy for a Railway from Gravenhurst to Callander. (*Sessional Papers, No. 121.*)

Mr. Rykert reported from the Committee of Supply, several Resolutions; which was read, as follow:—

1. Resolved, That a sum not exceeding One hundred and forty-five dollars and eighty-three cents be granted to Her Majesty, to pay C. J. Jones, difference of salary between \$1,450 and \$1,800, from 1st February to 30th June 1880, as provided by the Civil Service Act, for the year ending 30th June, 1884.

2. Resolved, That a sum not exceeding Two thousand and fifty dollars be granted to Her Majesty, to provide for the salary of one Chief Clerk in Correspondence Branch, Department of the Secretary of State, \$2,000; to provide for statutory increase to the salary of one Clerk (omitted in main Estimates), \$50, for the year ending 30th June, 1884.

3. Resolved, That a sum not exceeding Two hundred dollars be granted to Her Majesty, to pay additional allowance to the Clerk of Contingencies, Department of Finance, for the year ending 30th June, 1884.

4. Resolved, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty, to provide for the salaries of two 3rd Class Clerks at \$700—Department of Railways and Canals, for the year ending 30th June, 1884.

5. Resolved, That a sum not exceeding Three thousand two hundred dollars be granted to Her Majesty, to provide for the salary of the Surveyor-General, for the year ending 30th June, 1884.

6. Resolved, That a sum not exceeding Two hundred and fifty dollars be granted to Her Majesty, to provide for the usual increase of salary to the Chief Clerk, Superintendent of Printing and Supply Branch, Post Office Department, from the 1st July,

1883, and of the Assistant Superintendents of the Money Order and Savings Bank Branches, from the 1st July, 1882, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to make payment to officers of the Privy Council who are engaged after hours, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Two thousand four hundred dollars be granted to Her Majesty, to pay to the Widow of the late Judge *Fisher*, for extra services rendered by him to the Government, under Commission, from 1870 to 1881, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding Five hundred and fifty dollars be granted to Her Majesty, for a gratuity of one year's salary to *J. Dillon*, Guard at *Kingston Penitentiary*, as compensation for the loss of sight whilst performing his duties, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One thousand and sixty dollars be granted to Her Majesty, to provide for the purchase of twenty copies of "*Harrington's Life of Sir William Logan*," at \$3, \$50; for purchase of works on *America*, \$1,000, for the year ending 30th June, 1884.

11. *Resolved*. That a sum not exceeding Three hundred and eighty-three dollars and fifty-six cents be granted to Her Majesty, to meet amount required to pay *L. J. Piteau*, indemnification for loss of appointment as Assistant French Translator, 1878, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Immigration, viz:—*Victoria, B.C.*, Agent, \$1,000; Contingencies, \$500, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding One thousand four hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Quarantine, viz: *Sydney, N.S.*, Inspecting Physician, \$1,000; Steward, \$400, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding One hundred and eighty thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Militia, viz: For purchase of building and property situated on the east side of the *Rideau Canal Basin*, required for Military Store purposes at *Ottawa*, \$8,000; To purchase Artillery ammunition, \$20,000; Artillery Battery and Cavalry and Infantry Schools, \$156,000; Required to provide for the ventilation and sanitary requirements of the Royal Military College of *Canada*, at *Kingston*, \$2,500, for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to pay additional amount required for site for additional Public Buildings south side of *Wellington Street*, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding Forty one thousand six hundred dollars be granted to Her Majesty, to defray expenses connected with Public Buildings, *Nova Scotia*, viz: *Arichat Post Office, Custom House, &c.*, site \$1,200; *Yarmouth Post Office, Custom House, &c.*, \$15,000; *Pictou Marine Hospital*, proposed extension, \$2,400; *North Sydney, Post Office, Custom House, &c.* \$15,000; *Baddeck, Post Office, Custom House, &c.*, \$8,000, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with Post Office, Custom House, &c., at *Montague, Prince Edward Island*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Nineteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *New Brunswick*, viz: *Bathurst, Post Office, Custom House, &c.*, \$10,000; *Portland Post Office*, \$9,000, for the year ending 30th June, 1884.

19. *Resolved*, That a sum not exceeding One hundred thousand nine hundred and sixty dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Quebec*, viz: *Hull Post Office and Inland Revenue*

Offices, \$4,700; *Lévis* Immigrant Buildings—additional amount required, \$15,000; *Montreal* Immigrant Buildings, \$15,000; *Montreal* Custom House, \$3,000; *Montreal* Inland Revenue Building, \$11,260; *Montreal* Examining Warehouse, \$45,000; *St. Vincent de Paul* Penitentiary, \$7,000, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding One hundred and thirty-one thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Ontario*, viz.: *Orangeville*, Post Office, &c., \$6,000; *Toronto* Examining Warehouse, \$50,000; *Belleville*, Post Office, Custom House, &c., \$3,100; *Peterborough*, Post Office, Custom House, &c., \$15,000; *Gananoque*, Custom House and Inland Revenue Offices—additional amount required to complete, \$2,500; *Berlin*, Post Office, Custom House, &c., (Revote \$4,000), \$20,000; *St. Catharines* Post Office, &c., \$17,000; *Toronto* Drill Shed, \$8,000; Parliament Buildings, *Ottawa*—Alterations—Post Office, House of Commons, \$1,000; *London* Custom House—addition for Weights and Measures and Gas Inspection Offices, \$5,000; *Chatham*, Post Office, Custom House, &c., \$3,600, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Twenty thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *Manitoba*, viz.: Lieutenant-Governor's residence, stables, &c., *Winnipeg*—additional amount required, \$5,000; Dominion Land Office, *Winnipeg*—extension, \$10,000; *Winnipeg* Powder Magazine, \$5,000, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Twenty-nine thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *North-West Territories*, viz.: Immigrant Station, west of *Qu'Appelle*, \$12,000; New Public Buildings at *Regina*, Capital of the *North-West Territories*—additional amount required, \$7,000; Immigrant Station at *Qu'Appelle*, \$10,000, for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Forty-two thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Buildings, *British Columbia*, viz.: *British Columbia* Penitentiary, *New Westminster*, (Revote, \$10,000), \$40,000; *Nanaimo* Post Office, Custom House, &c.—additional amount required to complete, \$2,000, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Twenty-six thousand dollars be granted to Her Majesty, to defray expenses of heating Dominion Public Buildings—Fuel, &c., hitherto paid for by the respective Departments by which the Buildings are occupied, for the year ending 30th June, 1884.

25. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with *Fort Dufferin*, *St. John, N. B.*, for the year ending 30th June, 1884.

26. *Resolved*, That a sum not exceeding Twenty-nine thousand eight hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Nova Scotia*, viz.: *Great Village River*—Locality furnishing \$1,000, (Revote), \$5,000; *Chipman's Brook*—Repairs, \$1,500; *Harborville*—Repairs, \$1,500; *Maitland*—Repairs to wharf, \$750; *Yarmouth*, \$1,600; *Parker's Cove* (Revote, \$1,000) \$2,000; *Grand Narrows, Barra Strait*, \$3,000; *Oyster Pond*, \$2,000; *White Point*, \$1,000; *Militia Point*, \$2,000; *Catalogne Gut*, \$1,500; *McNair's Cove*, \$5,000, for the year ending 30th June, 1884.

27. *Resolved*, That a sum not exceeding Seven thousand two hundred and fifty dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *Prince Edward Island*, viz.: *South, Riv-r, Murray Harbour*, to complete, \$3,250; *Malpeque*, \$4,000, for the year ending 30th June, 1884.

28. *Resolved*, That a sum not exceeding Twenty-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, *New Brunswick*, viz.: Breakwater, Upper *Salmon River*, \$1,000; *Mispec* Breakwater, \$4,000; *Caroquet*, (Revote), \$3,000; *Robby's Point*, \$1,500; *Hopewell Cape*, Ballast wharf, &c., \$4,000; *Grand Anse*, \$2,000; *Shippegan*, \$4,000; *Buctouche*, \$3,000; *Baie Verte*, Ballast pier, \$500, for the year ending 30th June, 1884.

29. *Resolved*, That a sum not exceeding Forty-six thousand nine hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, Province of Quebec, viz: Piers, Lake *Megantic*, \$1,500; Wharf at bridge, across River *Richelieu*, on road between *Lacolle* and *Clarenceville*, \$3,000; *St. Jean d'Orléans*, to protect Lighthouse, \$6,000; *Port Daniel*, \$6,000; River *Ottawa*, removal of bars at *Bristol* and *Portage du Fort*, \$2,000; *Sault aux Cochons*, \$4,000; *Pointe aux Orignaux* (Rivière *Ouelle*), to complete, \$4,500; *Ile aux Coutrés*, \$500; *Barachois de Malbaie*, \$1,000, and mouth of *Newport* River, \$400, for removal of obstructions; *Rivière du Loup (en bas)*, \$10,000; *Ile aux Grues*, \$5,000; *Chenal du Moine*, Piers, (Revote, \$2,000), \$3,000, for the year ending 30th June, 1884.

30. *Resolved*, That a sum not exceeding Sixty-five thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers, Province of Ontario, viz: *Peterborough*, to complete dredging, \$3,000; *Morpeth*, Lake *Erie*, the locality having to provide \$1,000, \$1,000; *L'Original*, repairs to wharf, the local authorities furnishing, \$1,000, \$3,000; *Kingsville*, Lake *Erie*, \$27,500; *Belleville* Harbour, Lake *Ontario*, the locality furnishing \$4,000, \$6,000; *Southampton*, Lake *Huron*, \$10,000; *Owen Sound*, Lake *Huron*, \$5,000; *Meaford*, Lake *Huron*, \$2,000; *Little Nation* River, removal of obstructions, \$2,000; River *Ottawa*, removal of boulders, &c., at the *Narrows*, above *Pembroke*, \$3,000, for the year ending 30th June, 1884.

31. *Resolved*, That a sum not exceeding Fifty thousand dollars be granted to Her Majesty, to defray expenses in connection with Harbour Improvements at *Prince Arthur's Landing*, for the year ending 30th June, 1884.

32. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Harbours and Rivers in *British Columbia*—Improvement of *Cowichan* and *Courtney* Rivers, \$2,000; *Lillooet* River, \$500, for the year ending 30th June, 1884.

33. *Resolved*, That a sum not exceeding Fifteen thousand dollars be granted to Her Majesty, to defray expenses in connection with Slides and Booms, for the year ending 30th June, 1884.

34. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, for aid to the Municipality of *Russell*, *Manitoba*, towards the construction of a bridge across the *Assiniboine*, near the mouth of *Shell* River, for the year ending 30th June, 1884.

35. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to defray expenses in connection with the erection of a Monument to *Joseph Brant*, for the year ending 30th June, 1884.

36. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to defray expenses in connection with a Telegraph Line from a point opposite *New Westminster* to *Ladner's Landing*, *British Columbia*, for the year ending 30th June, 1884.

37. *Resolved*, That a sum not exceeding One hundred and fifty-eight thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Intercolonial Railway:—*St. Charles* Branch—Shunting and Station yard, Point *Lévis*, \$47,500; to pay Intercolonial Railway Commission, Staff and other expenses, \$20,000; *Rivière du Loup*, Town Branch, \$25,000; *Dalhousie* Branch, \$60,000; Miscellaneous works, not otherwise provided for, \$6,000, for the year ending 30th June, 1884.

38. *Resolved*, That a sum not exceeding Ninety-six thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Canals, viz:—*St. Peter's* Canal, \$14,000; *Williamsburgh* Canal, towards the enlargement of the upper entrance, *Galop's* Canal, \$80,000; *Culbute* Canal—to remove a shoal above the Locks, \$2,000, for the year ending 30th June, 1884.

39. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty to defray expenses in connection with Steam Communication between *Port Mulgrave* Railway terminus and *Cheticamp*, touching semi-weekly at *Port Hood*,

Mabou, Broad Cove, Mayane and Cheticamp, the Local Government having granted a similar amount conditionally on a Dominion vote for the same service, for the year ending 30th June, 1884.

40. *Resolved*, That a sum not exceeding Three thousand dollars be granted to Her Majesty, to defray expenses in connection with Ocean and River Service—additional amount required for purchase of Life-boats, Stations and Life-preservers; maintenance of crews and rewards for saving life, for the year ending 30th June, 1884.

41. *Resolved*, That a sum not exceeding Nine hundred dollars be granted to Her Majesty, to defray expenses in connection with the Indians of *Quebec*—Further grant to Supplement the Indian Fund—to open up the roads on the *Ouitchouan* Reserve, for the year ending 30th June, 1884.

42. *Resolved*, That a sum not exceeding Six hundred and eighteen dollars and twelve cents be granted to Her Majesty, to defray the following expenses in connection with the Indians of *New Brunswick*—an amount sufficient to increase the Medical Grant in *New Brunswick* from 23 cents to 50 cents per head on an estimated population of 1,456, \$393.12; to provide for the salary of a Missionary at *Big Cove*, County of *Kent*, per annua, \$100; to provide salary for a second Medical Officer for the County of *Northumberland*, per annum, \$125, for the year ending 30th June, 1884.

43. *Resolved*, That a sum not exceeding Five hundred and thirty-two dollars and fifty-six cents be granted to Her Majesty, to defray expenses in connection with the Indians of *Nova Scotia*—an amount sufficient to increase the Medical Grant in *Nova Scotia* from 26 cents to 50 cents per head, on an estimated population of 2,219, for the year ending 30th June, 1884.

44. *Resolved*, That a sum not exceeding Four thousand eight hundred and forty-five dollars and two cents be granted to Her Majesty, to defray the following expenses in connection with Excise:—To enable the Department to grant an allowance to Excise officers in *Manitoba* and *British Columbia* to compensate for increased cost of living, as compared with the older Provinces—For *Manitoba*, \$3,000; *British Columbia*, \$500; To make compensation to *Joseph Gilbert, alias Dubuc*, for loss on tobacco seized from him, the Department, after investigation, being satisfied of his good faith, \$11 68; To pay widow of late *P. Durnford*, formerly Collector at *Montreal*, from 1st July to 30th November, 1868, he not having received any salary for that period, although he performed the duties of the office, \$666.67; To pay *R. Bellemare*, District Inspector of *Montreal* District, for same period and for similar reasons, \$666.67, for the year ending 30th June, 1884.

45. *Resolved*, That a sum not exceeding Fifteen thousand five hundred dollars be granted to Her Majesty, to defray the following expenses in connection with Gas Inspection—Equipment for extending the Service to 18 additional Cities and Towns, \$10,000; Contingencies of Gas Inspectors' offices, \$5,500, for the year ending 30th June, 1884.

46. *Resolved*, That a sum not exceeding One thousand three hundred and ninety dollars and eight cents be granted to Her Majesty, to defray the following expenses in connection with Weights and Measures:—To provide for increases to certain Inspectors and Assistants, \$500; to pay ex-Inspectors, sums deducted for superannuation, as voted in 1880, \$2,577.27; paid during 1879 80, \$1,987.19; lapsed and now re-estimated, \$890.08;—for the year ending 30th June, 1884.

47. *Resolved*, That a sum not exceeding Twenty thousand two hundred dollars be granted to Her Majesty, to defray the following expenses in connection with the Post Office:—To provide for statutory increments of salary and changes in classification during 1883-84, in the Outside Service of the Post Office, under authority of the Canada Civil Service Act, 1882—For Clerks, &c., Inspector's Offices, \$2,000; for Railway Mail Clerks, \$6,000; for Clerks, letter Carriers, &c., in City Post Offices, \$12,000; To provide for additional salary to the Assistant Postmaster of *Halifax, N.S.*, he being entitled thereto under the provisions of the Civil Service Act, 1882, \$200, for the year ending 30th June, 1884.

48. *Resolved*, That a sum not exceeding Seven thousand two hundred and fifty dollars be granted to Her Majesty, to defray expenses in connection with maintenance and repairs of Slides and Booms, viz :—Retaining boom and piers,—Grandes Piles, River St. Maurice (Re-vote) \$7,000 ; River Trent and Newcastle Districts—additional amount required, \$250, for the year ending 30th June, 1884.

49. *Resolved*, That a sum not exceeding One hundred and eighty dollars be granted to Her Majesty, to compensate Mr. *Thomas Munro*, for performing the duties of Superintendent of Canals for one and a half months in 1879, for the year ending 30th June, 1884.

The first seven Resolutions, being read a second time, were agreed to.

The Eighth Resolution, being read a second time, was amended by leaving out the word "Widow" and inserting the words "legal representatives," instead thereof;

And the said Resolution, so amended, was agreed to, as followeth :—

8. *Resolved*, That a sum not exceeding Two thousand four hundred dollars be granted to Her Majesty, to pay to the legal representatives of the late Judge *Fisher*, for extra services rendered by him to the Government under Commission from 1870 to 1881, for the year ending 30th June, 1884.

Then the subsequent Resolutions, being read a second time, were agreed to.

Mr. *Rykert* reported from the Committee of the Whole House to consider a certain proposed Resolution respecting the granting of subsidies to certain Railway Companies in *Quebec*, *New Brunswick*, *Nova Scotia* and *Ontario*, a Resolution ; which was read, as followeth :—

Resolved, That it is expedient to authorize the Governor in Council to grant the subsidies hereinafter mentioned to the Railway Companies, and for the Railways also hereinafter mentioned, that is to say :

To the <i>Baie des Chaleurs</i> Railway Company for 100 miles of their Railway from <i>Metapedia</i> on the Intercolonial Railway to <i>Paspébiac</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$320,000
To the <i>Caraquet</i> Railway Company for 36 miles of their Railway, from a point near <i>Bathurst</i> to <i>Caraquet</i> in the Province of <i>New Brunswick</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
To the <i>Gatineau Valley</i> Railway Company for the first 50 mile section of their Railway from <i>Hull</i> Station in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
To the Great American and European Short Line Railway Company for 80 miles of their Railway from <i>Canso</i> to <i>Louisburg</i> or <i>Sydney</i> , in the Province of <i>Nova Scotia</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
To the International Railway Company for 49 miles of their Railway from <i>Sherbrooke</i> , in the Province of <i>Quebec</i> , to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
In connection with the extension of this road through <i>Maine</i> to connect with <i>New Brunswick</i> , at or near <i>Vanceborough</i> or south of that point.	

To the <i>Miramichi Valley</i> Railway Company for 32 miles of their Railway, from the Intercolonial Railway near the <i>Miramichi</i> , to <i>Moran's</i> , near <i>Demphy</i> Village, in the Province of <i>New Brunswick</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	102,400
To the <i>Montreal</i> and Western Railway Company, for the first 50 mile section of their Railway, out of <i>St. Jérôme</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
To the <i>Napanec, Tamworth</i> and <i>Quebec</i> Railway Company, for 28 miles of their Railway, from <i>Napinee</i> to <i>Tamworth</i> , in the Province of <i>Ontario</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
To the <i>Quebec</i> and Lake <i>St. John</i> Railway Company, for 25 miles of their Railway, from <i>St. Raymond</i> to Lake <i>St. John</i> , in the Province of <i>Quebec</i> , a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
In addition to the subsidy granted by the Act 45th <i>Victoria</i> , Chapter 14.	
For a Railway from the Intercolonial Railway at <i>Petitcodiac</i> to <i>Havelock Corner</i> , in the Province of <i>New Brunswick</i> , 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
For a Railway from <i>Gravenhurst</i> to <i>Callander</i> , 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole.....	660,000
In addition to the subsidy granted by the Act 45th <i>Victoria</i> , Chapter 14.	
Total.....	\$2,138,400

The nine subsidies first mentioned to be granted to the Companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such Companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said Railways, respectively, and all the eleven lines above mentioned shall be constructed within a reasonable time, not to exceed four years, to be fixed by Order in Council; according to descriptions and specifications to be approved by the Governor in Council, on the Report of the Minister of Railways and Canals, and specified in an agreement to be made by each Company with the Government, and which the Government shall be empowered to make; and all the said subsidies, respectively, to be payable out of the Consolidated Revenue Fund of *Canada* by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the Report of the said Minister.

The said Resolution, being read a second time, was amended by leaving out the words "*Miramichi Valley*," and inserting the words "*Northern and Western*" instead thereof.

And the said Resolution, so amended, was agreed to.

Ordered, That Sir *Charles Tupper* have leave to bring in a Bill for authorizing subsidies for the construction of the lines of Railway therein mentioned.

He accordingly presented the said Bill to the House; and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House, for Monday next.

The Order of the Day being read, for the second reading of the Bill respecting the sale of Intoxicating Liquors and the issue of Licenses therefor;

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, and the Question being put, That the Bill be now read a second time; the House divided: and it was resolved in the Affirmative.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald (Cape Breton)* reported, That the Committee had made some progress, and directed him to move for leave to sit again.

Resolved, That this House will, on Monday next, again resolve itself into the said Committee.

And then The House adjourned till Monday next.

Monday, 21st May, 1883.

PRAYERS.

Mr. *White (Cardwell)*, from the Joint Committee of both Houses on the Printing of Parliament, presented to the House the Eighth Report of the said Committee, which was read, as followeth:—

The Committee carefully considered the following documents, and recommend that they be printed, viz.:—

Return shewing the number of officers, &c., who received instruction in "A" and "B" Batteries, in each year since their establishment, &c. (No. 31e.) (*Sessional Papers only.*)

Return to Order of Leases or Licenses to fish in Rivers in *New Brunswick*, granted by the Department of Marine and Fisheries, and annual rent received on each. (No. 37a.)

Return to Order,—Instructions issued to the Inspectors and other officers of the Fisheries as to the enforcement of the Order in Council of June 11th, 1879, whereby fishing for Salmon in the Dominion of *Canada*, excepting by License from the Department of Marine and Fisheries, was prohibited, &c. (No. 37b.)

Certified Copy of a Report of the Honourable the Privy Council, approved by His Excellency the Governor General, respecting an appropriation of at least \$50,000 for a bounty to fishermen. (No. 37c.)

Return to Order,—Correspondence between the Department of Marine and Fisheries, and the Inspector of Fisheries for *New Brunswick*, in reference to the claim of ex-Overseer *Amos Perley*, of *Chatham*, for services with the Smelt Fishery of *Miramichi*. (No. 37d.)

Return to Address,—Copies of Orders in Council in force regulating the close season for Lobster fishing, and correspondence since 1879 relating to the subject. (No. 37e.)

Return to Order,—Claims presented for drawbacks on goods manufactured for export since 2nd March, 1882, shewing the names of all applicants, and the amount of each claim, with copies of all regulations made by the Department with reference to such claims. (No. 45a.)

Return, and Supplementary Return to Address,—Correspondence relating to any claims made by the Government of *Prince Edward Island* for a refund of their expenditure upon Public Wharves and Piers, &c. (Nos. 46c. and 46d.) (*Distribution only*.)

Telegram from *Shadroch Holly*, Mayor of *St. John, N.B.*, accompanied by a Memorial to His Excellency the Governor General, in relation to the Resolution respecting the proposed loan to the *St. John* Bridge and Railway Company. (No. 47a.) (*Sessional Papers only*.)

Supplementary Return to Order,—Correspondence between the Grand Trunk Railway Company of *Canada*, and the Government of *Canada*, in reference to the purchase of the *Rivière du Loup* Branch of the said Railway, &c. (No. 76c.)

Supplementary Return to Order,—Statement shewing the gross amount of receipts arising from the sale or leasing of Ordnance Lands or Naval Reserves, in *Ontario*, *Quebec*, *New Brunswick*, and *Nova Scotia*, from 1st July, 1856, to 1st July, 1882. (No. 82a.) (*Sessional Papers only*.)

Return to Order giving the number of immigrant agents, &c., employed by the Government or Department of Agriculture, and sent from *Canada* to *Europe*, during the years 1881 and 1882. (No. 93b.)

Return to Order,—Petition relative to the trade between *Canada* and the *West Indies*, and *Brazil*, signed by the principal fish merchants of the Coast of *Gaspé* and *Bay des Chaleurs*. (No. 98.)

Papers in relation to the construction of two Locks and other works at *Greece's Point*, *Grenville Canal*. (No. 105a.) (*Sessional Papers*.)

Award of *John Page*, Esq., Chief Engineer, on the claim of Messrs. *Heney*, *Stewart & Co.*, contractors for works at *Greece's Point*, amount of award, &c. (No. 105b.) (*Sessional Papers*.)

Return to Address,—Correspondence in reference to subsidies or grants for the Province of *Manitoba*. (No. 108.) (*Sessional Papers only*.)

Return to Address (Senate)—Correspondence received from the Government of *Quebec*, or from the Legislature of that Province, asking for better terms. (No. 108a.) (*Sessional Papers only*.)

Return to Order,—Statement shewing the amounts charged in the Public Debt account of the Dominion of *Canada*, on Railways, Canals and Navigation Securities, in *British Columbia*, *Manitoba*, *Ontario*, *Quebec*, *New Brunswick*, *Prince Edward Island*, *Nova Scotia*, and the Island of *Cape Breton*, up to 1st July, 1882. (No. 109.) (*Sessional Papers only*.)

Return to Order,—Correspondence between the Government and the Pilotage Authorities of *British Columbia*, on the subject of Pilots and Pilotage. (No. 111.)

Return to Order giving every form of patent arrangement between Companies and the Government in regard to Colonization Grants. (No. 117.) (*Sessional Papers and Schedules only*.)

Return to Address,—Correspondence relating to the permission to cut Timber or to mine on land within the Territory now in dispute with *Ontario*, &c. (No. 118.)

Return to Address,—Correspondence between the Dominion Government and that of the several Provincial Governments respecting their claims against the Dominion and the repayment of sums expended by the Provinces on account of the Dominion for the Administration of Justice, &c. (No. 119.) (*Sessional Papers only*.)

Report of the Select Standing Committee, House of Commons, on Immigration and Colonization. (*Appendix* No. 6.) (5,000 Copies in English and 1,500 Copies in French.)

The Committee would also recommend that the following documents be not printed, viz. :—

Return to Address (Senate),—Return shewing the various articles of food, an analysis of which has been ordered by the Department of Inland Revenue, &c.; also the mineral and vegetable substances used as drugs, an analysis of which has been ordered as aforesaid. (No. 4a.)

Return to Order,—Statement of Premiums of Insurance against fire collected and losses paid during 1880-81 and 1882 in *Montreal, Quebec, Toronto, Hamilton, Ottawa, Halifax* and *St. John, N.B.*, by the several Insurance Companies. (No. 12c.)

Return to Order, shewing the names, ages and origins of all persons appointed in the Customs, Post and Inland Revenue Offices, *Montreal*, since 1st May last. (No. 13b.)

Return to Order,—Map or maps shewing the location of the *Canadian Pacific Railway*, &c. (No. 27a.)

Return to Order,—Statement shewing the reduction made by change of mode of construction in contracts A and B, *Canadian Pacific Railway*, and the amount involved by such change. (No. 27p.)

Papers in relation to Sections 14 and 15, *Canadian Pacific Railway*, *Joseph Whitehead*, Contractor. (No. 27q.)

Return to Address (Senate),—Copies of all Tenders for work in earth, wood, &c., to be done at the Camp at *Berthier*, in 1882, &c. (No. 31f.)

Return to Order,—Documents, &c., relating to a seizure of Tobacco on the premises of *Mr. N. Bernatchez*, and other merchants of *Montmagny*. (No. 35a.)

Return to Order,—Correspondence relating to the Steamer running in connection with the Intercolonial Railway, between *Campbellton, Gaspé*, and intermediate ports. (No. 40k.)

Papers in relation to *H. G. C. Ketchum's* claim, for overcharge for the conveyance of Rails, 1866-7 and '68, *Intercolonial Railway*. (No. 40l.)

Return to Order,—Correspondence in relation to the construction of a wharf at *St. Anne*, on the *River Saguenay*, in the County of *Chicoutimi*. (No. 46b.)

Return to Order,—Correspondence relating to the building of a Breakwater on the west side of *Liverpool Bay*, with the estimated cost. (No. 52b.)

Return to Order,—Copy of Engineer's Report of Survey made at *Brae, Prince County, Prince Edward Island*, with a view to Harbour Improvements. (No. 52c.)

Return to Order, shewing the name, salary and duty of each officer of the Instruction Staff of the *Royal Military College*, and the date of his appointment. (No. 56a.)

Return to Order,—Correspondence with the Government within the past four years with reference to Buoys and Beacons in the North Channel of *Lake Huron*, with copies of contracts entered into for placing and removing the same, and the cost connected therewith. (No. 87.)

Return to Order,—Correspondence in reference to the Immigration of Jewish refugees from *Russia* into any part of *Canada*. (No. 93c.)

Return to Order,—Correspondence in reference to the dismissal of *John D. McMillan* from his office as Fishery Overseer, and the appointment in his place of *David Baker*. (No. 110.)

Return to Order,—Correspondence, &c., relative to the establishment, location and mode of management of Life Saving Stations at dangerous points on the coast of *Lake Ontario*. (No. 112.)

Return to Address,—Copies of documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government, of various lands, particularly of the land on which is located *Frontenac Terrace*, in the City of *Quebec*. (No. 113.)

Papers in relation to the construction of Steamers for "*Lake of the Woc's*" and "*Rainy Lake.*" (No. 114.)

Return to Order,—Correspondence in reference to the claim of *James Dauphenée*, of *Bridgewater*, in *Lunenburg*, for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County. (No. 115.)

Return to Order,—Correspondence and Statement of payments made in connection with the manufacture of Great Guns for the Government of *Canada*. (No. 116.)

Return to Order,—Correspondence, &c., relating to the *Charybdis*, with statement of expenditure incurred, and the correspondence relating to the sale by the Government of said vessel, &c. (No. 120.)

Return to Address (Senate),—Correspondence, &c., since 1878, between the Department of Public Works and Mr. *J. A. Lyon*, in reference to removal of obstructions in the *St. John River, N.B.* (No. 122.)

The Committee would also recommend that the salary of Mr. *Botterell*, the Distributor, be increased by an addition of \$100.00, such increase to date from and commence on the 1st July, 1882.

Sir *Charles Tupper*, a Member of the Queen's Privy Council, laid before the House,—Report of *J. Page*, Esq., Chief Engineer, on the *Rapide Plat Canal*, suggesting that the appropriation of \$40,000 should be applied to the construction of a lock which would be serviceable as part of the general scheme for Enlargement—in place of a Weir, which would eventually have been done away with,—and submitting that the cost of the New Lock and Channels could be completed for \$200,000. (*Sessional Papers*, No. 105c.)

On motion of Mr. *White (Carlwell)*, seconded by Mr. *Desjardins*,
Resolved, That this House doth concur in the Eighth Report of the Joint Committee of both Houses on the Printing of Parliament.

The House, according to Order, resolved itself into a Committee on the Bill for authorizing subsidies for the construction of the lines of Railway therein mentioned, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Daly* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Vail*, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House, for the purpose of amending the same by providing that, in order to secure as far as may be the continued operation of the Railways towards which it is proposed to grant subsidies for the purpose of supplying them with Steel Rails, it shall not be lawful to remove the Rails from any of such Railways, save for the purpose of replacing them with other Rails as occasion may require," inserted instead thereof;

And the Question being put on the Amendment; the House divided: and it passed in the Negative.

Then the main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting a Loan of \$500,000 to The *St. John Bridge and Railway Extension Company*.

(In the Committee.)

Resolved, That it is expedient to authorize the Governor in Council to advance to the *St. John Bridge and Railway Extension Company* from time to time as the work of constructing the undertaking of the Company progresses, as certified by the Chief Engineer of Government Railways, sums of money by way of loan not exceeding eighty per cent. of the amount expended for such construction, and not exceeding in the whole the sum of \$500,000, such loan to be subject to the following conditions: The Company to pay interest annually on the amounts advanced at the rate of 4 per cent. per annum and to execute a deed of mortgage to the Crown constituting the loan hereby authorized a first charge upon the undertaking; the Company to be entitled to pay off the loan with interest at any time within fifteen years from the making of the first advance; the Governor in Council to have power within five years from the same date to assume possession of the undertaking, on payment including advances already made and interest thereon, of the sum expended, and ten per cent. in addition thereto; and also to assume such possession in the event of the Company failing to carry out the undertaking as provided by their charter, on payment to the Company of the difference between the amount advanced and interest and eighty per cent. of the outlay on the works when the same are so assumed by the Governor in Council.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received.

Mr. *Haggart* reported the Resolution accordingly; and the same was read, as followeth:—

Resolved, That it is expedient to authorize the Governor in Council to advance to the *St. John Bridge and Railway Extension Company* from time to time as the work of constructing the undertaking of the Company progresses, as certified by the Chief Engineer of Government Railways, sums of money by way of loan not exceeding eighty per cent. of the amount expended for such construction, and not exceeding in the whole the sum of \$500,000, such loan to be subject to the following conditions: The Company to pay interest annually on the amounts advanced at the rate of 4 per cent. per annum and to execute a deed of mortgage to the Crown constituting the loan hereby authorized a first charge upon the undertaking; the Company to be entitled to pay off the loan with interest at any time within fifteen years from the making of the first advance; the Governor in Council to have power within five years from the same date to assume possession of the undertaking, on payment including advances already made and interest thereon, of the sum expended, and ten per cent. in addition thereto; and also to assume such possession in the event of the Company failing to carry out the undertaking as provided by their charter, on payment to the Company of the difference between the amount advanced and interest and eighty per cent. of the outlay on the works when the same are so assumed by the Governor in Council.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to provide for advances to be made by the Government of *Canada*, to "The *Saint John Bridge and Railway Extension Company*."

He accordingly presented the said Bill to the House, and the same was received and read the first time; and ordered to be read a second time To-morrow.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the Bill, intituled: "An Act to make further provision respecting the Regulation and Collection of tolls on Government timber slides and other works constructed to facilitate the transmission of timber, lumber and saw-logs," without any amendment.

Also, the Senate have passed the Bill, intituled: "An Act for granting certain powers to the Canadian Electric Light Company," with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have passed the Bill, intituled: "An Act further to amend 'The Fisheries Act,'" with several Amendments, to which they desire the concurrence of this House.

Also, the Senate have agreed to the Amendments made by this House to the Bill, intituled: "An Act further to amend 'The Interpretation Act,'" with an Amendment, to which they desire the concurrence of this House.

Also, the Senate have passed a Bill, intituled: "An Act to legalize proceedings taken for the naturalization of certain Aliens in the Province of *Manitoba*," to which they desire the concurrence of this House.

And also, the Senate have passed a Bill, intituled: "An Act to amend the Act, 'Thirty-sixth *Victoria*, Chapter Four, intituled: 'An Act to provide for the establishment of the Department of the Interior,' and to amend 'The Indian Act, 1880,'" to which they desire the concurrence of this House.

The House proceeded to take into consideration the Amendment made by the Senate to the Amendments made by this House to the Bill, intituled: "An Act further to amend 'The Interpretation Act,'" and the same was twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That the House hath agreed to their Amendment.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the Bill from the Senate, intituled: "An Act to legalize proceedings taken for the naturalization of certain Aliens in the Province of *Manitoba*," be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend the Act 'Thirty-sixth *Victoria*, Chapter Four, intituled: 'An Act to provide for the establishment of the Department of the Interior,' and to amend 'The Indian Act, 1880,'" be now read the first time.

The Bill was accordingly read the first time; and ordered to be read a second time To-morrow.

The Order of the Day being read, for the second reading of the Bill to continue for a limited time the Acts therein mentioned;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill to provide for the salaries and superannuation and travelling allowances of certain Judges of certain Provincial Courts;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Ouimet* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill to encourage the manufacture of Pig Iron in *Canada*, from Canadian ore;

Sir *Leonard Tilley* moved, seconded by Sir *Hector L. Langevin*, and the Question being put, That the Bill be now read a second time; the House divided: and it was resolved in the Affirmative.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Tassé* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

And the Question being put, That the Bill do pass; the House divided: and it was resolved in the Affirmative.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill further to amend the Tariff of Duties of Customs;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *White (Cardwell)* reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed a Bill, intituled: “An Act to amend an Act of the present Session, intituled: ‘An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited),’” to which they desire the concurrence of this House.

On motion of Mr. *Beaty*, seconded by Mr. *Small*,

Ordered, That the Bill from the Senate, intituled: “An Act to amend an Act of the present Session, intituled: ‘An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited),’” be now read the first time; and that all Rules and Orders respecting Private Bills be suspended as regards the said Bill.

The Bill was accordingly read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The House, according to Order, resolved itself into a Committee to consider a certain proposed Resolution respecting an advance of a further sum not exceeding \$900,000 to the *Montreal* Harbour Commissioners, for deepening the Ship Channel on the *St. Lawrence*, between *Montreal* and *Quebec*.

(In the Committee.)

Resolved, That it is expedient to authorize 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* Harbour Commissioners from time to time, in meeting the expenses to be incurred by them in completing the dredging and deepening of 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.

Resolution to be reported.

Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had come to a Resolution.

Ordered, That the Report be now received

Mr. *Haggart* reported the Resolution; accordingly and the same was read, as followeth:—

Resolved, That it is expedient to authorize 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* Harbour Commissioners from time to time, in meeting the expenses to be incurred by them in completing the dredging and deepening of 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.

The said Resolution, being read a second time, was agreed to.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill to make further provision for deepening the Ship Channel of the River *St. Lawrence*, between *Montreal* and *Quebec*.

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to make provision for the taking of evidence in relation "to Criminal matters pending in Courts of Justice in any other of Her Majesty's "Dominions or before foreign tribunals";

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Landry* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act relating to Bills of Exchange and Promissory Notes "in the Province of *Prince Edward Island*;"

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Brecken* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled: "An Act to amend the Law respecting Lotteries";

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Orton* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

Sir *Hector L. Langevin*, a Member of the Queen's Privy Council, laid before the House,—A memorandum respecting *Thunder Bay* and the River *Kaministiquia*. (*Sessional Papers*, No. 27r.)

The House, according to Order, again resolved itself into a Committee on the Bill respecting the sale of Intoxicating Liquors and the issue of Licenses therefor.

And The House having continued to sit till after Twelve of the Clock on Tuesday morning;

Tuesday, 22nd May, 1883.

Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee had gone through the Bill, and made amendments thereunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be read the third time at the next sitting of the House this day.

And then The House, having continued to sit till twenty-five minutes before Five of the Clock on Tuesday morning, adjourned till this day.

Tuesday, 22nd May, 1883.

PRAYERS.

Sir *Hector J. Langevin*, a Member of the Queen's Privy Council, presented,—Return to an Order of this House, dated 23rd April, 1883, for copies of all Reports, Plans and Surveys made by the Government Engineers of *Bayfield* Harbour, in the County of *Huron*. (*Sessional Papers, No. 46f.*)

Also, Return to an Order of this House, dated 30th April, 1883, for a Report on the condition and management of the *Manitoba* Indian Agency under *J. A. N. Provencher*, the Indian Superintendent of the *Manitoba* District, made by the Government Commission of Enquiry, composed of the late *W. H. Ross*, Barrister, and *Ebenezer McColl*, Indian Agency Inspector, and the evidence upon which the same was made; also, a voucher dated June 25th, 1875, for \$180, signed by one *Tremblay*; and a voucher dated June 25th, 1875, for \$1,290, signed by one *Tremblay*; and a voucher dated December 26th, 1875, for \$600, signed by one *Tremblay*; and as well as all other papers relating to this subject. (*Sessional Papers, No. 123.*)

Also, Return to an Order of this House, dated 28th February, 1883, for a Statement of the expenditure for each month elapsed for the current fiscal year, on telegrams charged to various works in the Department of Public Works, shewing the amount charged to each work, respectively, and for a like Statement from November, 1881, to June, 1882, inclusive. (*Sessional Papers, No. 124.*)

Also, Return to an Order of this House, dated 11th April, 1883, for copies of all Correspondence, Reports, &c., relative to proposed improvement at *Morpeth* Harbour on *Lake Erie*; with Statement of appropriations made for such improvements, and of sums contributed by private subscriptions, or by the Township of *Howard*, or any part thereof, towards such improvements; shewing what disposition has been made of any funds so appropriated or contributed. (*Sessional Papers, No. 45g.*)

And also, Return to an Order of this House, dated 2nd April, 1883, for a Return shewing all sums paid to defray expenses of the late Elections to this House, in the different Electoral Districts, throughout the Dominion; shewing the Returning Officers and Deputy Returning Officers to whom the same were paid, and distinguishing the different services for which the same were allowed. (*Sessional Papers, No. 77a.*)

Sir *Leonard Tilley*, a Member of the Queen's Privy Council, delivered to Mr. Speaker, a Message from His Excellency the Governor General, signed by His Excellency.

And the said Message was read by Mr. Speaker (all the Members of the House standing and being uncovered), and is as followeth:—

LORNE.

The Governor General transmits to the House of Commons, Further Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1884, and, in accordance with the provisions of "The British North America Act, 1867," he recommends these Estimates to the House of Commons. (*Sessional Papers, No. 1.*)

GOVERNMENT HOUSE,

OTTAWA, 19th MAY, 1883

On motion of Sir *Leonard Tilley*, seconded by Mr. *Bowell*,

Ordered, That the said Message, together with the Estimates accompanying the same, be referred to the Committee of Supply.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act for granting certain powers to the Canadian Electric Light Company," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

Ordered, That Mr. *Bowell* have leave to bring in a Bill to extend to *British Columbia* the Act relating to fishing by Foreign Vessels,

He accordingly presented the said Bill to the House, and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the second reading of the Bill to provide for advances to be made by the Government of *Canada* to the *Saint John* Bridge and Railway Extension Company;

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sproule* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

And the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Vail*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending it by providing that the advance to be made by Government shall be a first charge on the undertaking; that the tolls to be charged shall be equal to all Companies and persons using the Bridge; that all persons and Companies shall have equal rights of user, without any preference or advantage to any one over any other; that the tariff and tolls and the regulations for the user of the Bridge shall be subject to the approval of, and to revision by the Governor in Council," inserted instead thereof.

And the Question being put on the Amendment; the House divided: and it passed in the Negative.

Then the Main Question being put;

Ordered, The Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

The Order of the Day being read, for the third reading of the Bill from the Senate, intituled: "An Act to amend and consolidate the Acts relating to the superannuation of persons employed in the Civil Service of *Canada*";

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Ross* (*Middlesex*) moved, in amendment, seconded by Mr. *Casgrain*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the

" same, so as to provide (with due regard to the rights of those who have been already admitted to the Superannuation List) for the abolition of the present system, and the substitution of a plan whereby a percentage of the salary of each Civil Servant shall be retained, and placed to his credit, and shall be payable to him with interest on his quitting the service, or to his family in case of his death in the service," inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Armstrong,</i>	<i>De St. Georges,</i>	<i>Keefer,</i>	<i>Rinfret,</i>
<i>Bain,</i>	<i>Dupont,</i>	<i>Kirk,</i>	<i>Robertson (Shelburne),</i>
<i>Bécharé,</i>	<i>Fairbank,</i>	<i>Landerkin,</i>	<i>Ross (Middlesex),</i>
<i>Bernier,</i>	<i>Fisher,</i>	<i>Laster,</i>	<i>Scrifer,</i>
<i>Blake,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Somerville (Brant),</i>
<i>Bourassa,</i>	<i>Forbes,</i>	<i>McMillan (Huron),</i>	<i>Somerville (Bruce),</i>
<i>Burpee (Sunbury),</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Springer,</i>
<i>Campbell (Renfrew),</i>	<i>Gilmor,</i>	<i>McIntyre,</i>	<i>Sutherland (Oxford),</i>
<i>Casey,</i>	<i>Gunn,</i>	<i>McMullen,</i>	<i>Thompson,</i>
<i>Casgrain,</i>	<i>Harley,</i>	<i>Paterson (Brant),</i>	<i>Trow, and</i>
<i>Catudal,</i>	<i>Holton,</i>	<i>Pickard,</i>	<i>Vail.—47</i>
<i>Davies,</i>	<i>Innes,</i>	<i>Platt,</i>	

NAYS:

Messieurs

<i>Abbott,</i>	<i>Cuthbert,</i>	<i>Hall,</i>	<i>Patterson (Essex),</i>
<i>Allison,</i>	<i>Daly,</i>	<i>Hawkins,</i>	<i>Pinsonneault,</i>
<i>Amyot,</i>	<i>Daoust,</i>	<i>Homer,</i>	<i>Pope,</i>
<i>Baker (Victoria),</i>	<i>Dawson,</i>	<i>Hurteau,</i>	<i>Reid,</i>
<i>Barnard,</i>	<i>De Beaujeu,</i>	<i>Jamieson,</i>	<i>Richey,</i>
<i>Beaty,</i>	<i>Desaulniers,</i>	<i>Kilvert,</i>	<i>Riopel,</i>
<i>Bell,</i>	<i>Desjardins,</i>	<i>Kinney,</i>	<i>Robertson (Hamilton),</i>
<i>Benoit,</i>	<i>Dickinson,</i>	<i>Kranz,</i>	<i>Royal,</i>
<i>Benson,</i>	<i>Dodd,</i>	<i>Labrosse,</i>	<i>Scott,</i>
<i>Bergeron,</i>	<i>Dugas,</i>	<i>Landry,</i>	<i>Shakespeare,</i>
<i>Bergin,</i>	<i>Dundas,</i>	<i>Langevin,</i>	<i>Small,</i>
<i>Billy,</i>	<i>Farrow,</i>	<i>Lesage,</i>	<i>Smyth,</i>
<i>Blanchet,</i>	<i>Ferguson (L's & Gren),</i>	<i>Macdonald (King's),</i>	<i>Sproule,</i>
<i>Blondeau,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John) Tassé,</i>	
<i>Bowell,</i>	<i>Fortin,</i>	<i>McDonald (C. Breton),</i>	<i>Taylor,</i>
<i>Brecken,</i>	<i>Foster,</i>	<i>Macmillan (Middlesex),</i>	<i>Tilley,</i>
<i>Cameron (Victoria),</i>	<i>Fréchette,</i>	<i>McMillan (Vaudreuil) Tyrwhitt,</i>	
<i>Campbell (Victoria),</i>	<i>Gigault,</i>	<i>McCarthy,</i>	<i>Vanasse,</i>
<i>Carling,</i>	<i>Girouard (J. Cartier),</i>	<i>McDougald,</i>	<i>Wallace (York),</i>
<i>Caron,</i>	<i>Girouard (Kent),</i>	<i>Massue,</i>	<i>White (Cardwell),</i>
<i>Cimon,</i>	<i>Gordon,</i>	<i>Mitchell,</i>	<i>Williams,</i>
<i>Cochrane,</i>	<i>Grandbois,</i>	<i>Montplaisir,</i>	<i>Wood (Brockville),</i>
<i>Costigan,</i>	<i>Guillet,</i>	<i>O'Brien,</i>	<i>Wood (Westm'land),</i>
<i>Coursol,</i>	<i>Hackett,</i>	<i>Orton,</i>	<i>Woodworth, and</i>
<i>Curran,</i>	<i>Haggart,</i>	<i>Quimet,</i>	<i>Wright.—100.</i>

So it passed in the Negative.

Then the Main Question being put ;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That the House hath passed the same, with several Amendments, to which they desire their concurrence.

The Order of the Day being read, for the third reading of the Bill respecting the sale of Intoxicating Liquors and the issue of Licenses therefor ;

Sir *Leonard Tilley* moved, seconded by Mr. *Bowell*, and the Question being proposed, That the Bill be now read the third time ;

Mr. *Ouimet* moved, in amendment, seconded by Mr. *Lesage*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding thereto the following Section :—

"Section 44 (a.) No provision in this Act contained shall affect the powers conferred on the Municipal Councils in the Province of *Quebec* of each County, City, Town, Village, Parish and Township by the Laws in force in the said Province, on the 1st July, 1867, to restrict or prohibit the sale of Intoxicating Liquors in the limits of their respective territorial jurisdiction, and the said powers and the By-Laws now in force passed under the authority of said Laws, are hereby preserved and confirmed (*continué et confirmé*)," inserted instead thereof ;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow :—

YEAS :

Messieurs.

Abbott,	Daly,	Holton,	Paterson (Brant),
Atlison,	Daoust,	Homer,	Patterson (Essex),
Amyot,	Davies,	Hurteau,	Pickard,
Bain,	Dawson,	Innes,	Pinsonneault,
Baker (Victoria),	De Beaujeu,	Jamieson,	Platt,
Barnard,	De St. Georges,	Kilbert,	Pope,
Beaty,	Desaulniers,	Kinney,	Reid,
Béchar, d,	Desjardins,	Kirk,	Richey,
Bell,	Dickinson,	Kranz,	Rinfret,
Benoit,	Dodd,	Labrosse,	Riopel,
Benson,	Dugas,	Landerkin,	Robertson (Hamilton),
Bergeron,	Dundas,	Landry,	Robertson (Shelburne),
Bergin,	Dupont,	Langevin,	Ross (Middlesex),
Bernier,	Fairbank,	Lesage,	Royal,
Blake,	Farrow,	Lister,	Scott,
Blanchet,	Ferguson (L's & Gren),	Livingstone,	Scriver,
Blondeau,	Ferguson (Welland),	Macdonald (King's),	Shakespeare,
Bourassa,	Fisher,	Macdonald (Sir John),	Small,
Bowell,	Fleming,	McDonald (C. Breton),	Smyth,
Brecken,	Forbes,	Mackintosh,	Somerville (Brant),
Burpee (Sunbury),	Fortin,	Macmillan (Middlesex),	Somerville (Bruce),
Cameron (Inverness),	Foster,	McMillan (Huron),	Springer,
Cameron (Victoria),	Fréchette,	McMillan (Vaudreuil),	Sproule,
Campbell (Renfrew),	Geoffrion,	McCarthy,	Sutherland (Oxford),
Campbell (Victoria),	Gigault,	McCraney,	Tassé,

<i>Carling,</i>	<i>Gillmor,</i>	<i>McDougald,</i>	<i>Taylor,</i>
<i>Caron,</i>	<i>Girouard (J. Cartier),</i>	<i>McIntyre,</i>	<i>Thompson,</i>
<i>Casey,</i>	<i>Girouard (Kent),</i>	<i>McMullen,</i>	<i>Tilley,</i>
<i>Casgrain,</i>	<i>Gordon,</i>	<i>McNeill,</i>	<i>Tyrwhitt,</i>
<i>Catudal,</i>	<i>Grandbois,</i>	<i>Massue,</i>	<i>Vail,</i>
<i>Cimon,</i>	<i>Guillet,</i>	<i>Méthot,</i>	<i>Vanasse,</i>
<i>Cochrane,</i>	<i>Gunn,</i>	<i>Mitchell,</i>	<i>Wallace (York),</i>
<i>Costigan,</i>	<i>Hackett,</i>	<i>Montplaisir</i>	<i>White (Cardwell),</i>
<i>Coughlin,</i>	<i>Haggart,</i>	<i>O'Brien,</i>	<i>Wood (Brockville),</i>
<i>Coursol,</i>	<i>Hall,</i>	<i>Orton,</i>	<i>Wood (Westm'd),</i>
<i>Curran,</i>	<i>Harley,</i>	<i>Quimet,</i>	<i>Woodworth, and</i>
<i>Cuthbert,</i>	<i>Hawkins,</i>	<i>Paint,</i>	<i>Wright.—148.</i>

NAY :

Mr. Guilbault.—1.

So it was resolved in the Affirmative.

Then the Main Question, so amended, being put ;

Ordered, That the Bill be now recommitted to a Committee of the Whole House for the purpose of amending the same, by adding thereto the following Section :—

“Section 44 (a.) No provision in this Act contained shall affect the powers conferred on the Municipal Councils in the Province of *Quebec* of each County, City, Town, Village, Parish and Township by the Laws in force in the said Province, on the 1st July, 1867, to restrict or prohibit the sale of Intoxicating Liquors in the limits of their respective territorial jurisdiction, and the said powers, and the By-Laws now in force passed under the authority of the said Laws are hereby preserved and Confirmed (*continués et confirmés*).”

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time ;

Mr. *Ross* (*Middlesex*) moved, in amendment, seconded by Mr. *Scriver*, That all the words after “now” to the end of the Question, be left out, and the words “re-committed to a Committee of the Whole House for the purpose of amending the same by leaving out the proviso in the 65th clause, which permits the sale of Intoxicating Liquors on Sundays,” inserted instead thereof ;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow :—

YEAS :

Messieurs

<i>Allison,</i>	<i>Dupont,</i>	<i>Jamieson,</i>	<i>Pinsonneault,</i>
<i>Armstrong,</i>	<i>Fairbank,</i>	<i>Kirk,</i>	<i>Platt,</i>
<i>Bain,</i>	<i>Fisher,</i>	<i>Landerkin,</i>	<i>Ray,</i>
<i>Béchar,</i>	<i>Fleming,</i>	<i>Lesage,</i>	<i>Rinfret,</i>
<i>Bernier,</i>	<i>Forbes,</i>	<i>Lister,</i>	<i>Robertson (Shelburne),</i>
<i>Blake,</i>	<i>Fortin,</i>	<i>Livingstone,</i>	<i>Ross (Middlesex),</i>
<i>Blanchet,</i>	<i>Foster,</i>	<i>Macdonald (King's),</i>	<i>Royal,</i>
<i>Blondeau,</i>	<i>Fréchette,</i>	<i>McMillan (Huron),</i>	<i>Scriver,</i>

<i>Bourassa,</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Smyth,</i>
<i>Burpee (Sunbury),</i>	<i>Gigault,</i>	<i>McIntyre,</i>	<i>Somerville (Brant),</i>
<i>Cameron (Inverness),</i>	<i>Gillmor,</i>	<i>McMullen,</i>	<i>Somerville (Bruce),</i>
<i>Campbell (Renfrew),</i>	<i>Girouard (Kent),</i>	<i>Méthot,</i>	<i>Springer,</i>
<i>Catudal,</i>	<i>Guilbault,</i>	<i>Montplaisir,</i>	<i>Sutherland (Oxford),</i>
<i>Daoust,</i>	<i>Gunn,</i>	<i>Paint,</i>	<i>Thompson,</i>
<i>De Beaujeu,</i>	<i>Harley,</i>	<i>Paterson (Brant),</i>	<i>Trow, and</i>
<i>De St. Georges,</i>	<i>Holton,</i>	<i>Pickard,</i>	<i>Vanasse.—66.</i>
<i>Dundas,</i>	<i>Innes,</i>		

NAYS :

Messieurs

<i>Abbott,</i>	<i>Curran,</i>	<i>Homer,</i>	<i>Quimet,</i>
<i>Amyot,</i>	<i>Cuthbert,</i>	<i>Hurteau,</i>	<i>Patterson (Essex),</i>
<i>Baker (Victoria),</i>	<i>Daly,</i>	<i>Keefer,</i>	<i>Pope,</i>
<i>Beaty,</i>	<i>Davies,</i>	<i>Kilvert,</i>	<i>Reid,</i>
<i>Bell,</i>	<i>Dawson,</i>	<i>Kinney,</i>	<i>Rickey,</i>
<i>Benoit,</i>	<i>Desaulniers,</i>	<i>Kranz,</i>	<i>Riopel,</i>
<i>Benson,</i>	<i>Desjardins,</i>	<i>Labrosse,</i>	<i>Robertson (Hamilton),</i>
<i>Bergeron,</i>	<i>Dickinson,</i>	<i>Landry,</i>	<i>Scott,</i>
<i>Bergin,</i>	<i>Dodd,</i>	<i>Langevin,</i>	<i>Shakespeare,</i>
<i>Billy,</i>	<i>Dugas,</i>	<i>Macdonald (Sir John) Small,</i>	
<i>Bowell,</i>	<i>Farrow,</i>	<i>McDonald (C Breton) Sproute,</i>	
<i>Brecken,</i>	<i>Ferguson (L's & Gren) Macmillan (Middlesex) Tas-é,</i>		
<i>Cameron (Victoria),</i>	<i>Ferguson (Welland),</i>	<i>McMillan (Vaudreuil) Taylor,</i>	
<i>Campbell (Victoria),</i>	<i>Girouard (J. Cartier),</i>	<i>McCarthy,</i>	<i>Tilley,</i>
<i>Carling,</i>	<i>Gordon,</i>	<i>McDougald,</i>	<i>Tyrwhitt,</i>
<i>Caron,</i>	<i>Grandbois,</i>	<i>McNeill,</i>	<i>Wallace (York),</i>
<i>Cimon,</i>	<i>Hackett,</i>	<i>Massue,</i>	<i>White (Cardwell),</i>
<i>Costigan,</i>	<i>Haggart,</i>	<i>Mitchell,</i>	<i>Wood (Westland), and</i>
<i>Coughlin,</i>	<i>Hall,</i>	<i>O'Brien,</i>	<i>Wright.—79.</i>
<i>Coursol,</i>	<i>Hawkins,</i>	<i>Orton,</i>	

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Vail*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the words following to Clause 46 (a): "And nothing in this Act contained shall affect the powers conferred on the Municipal authorities of any other Province by the Laws in force in such Province at the time of its confederation with Canada, to restrict or prohibit the sale of Intoxicating Liquors within the Municipality; and these powers are hereby confirmed and continued," inserted instead thereof;

And a Debate arising thereupon;

Mr. *Robertson (Shelburne)* moved, seconded by Mr. *Gillmor*, and the Question being proposed, That the Debate be adjourned:—The said Motion was, with leave of the House, withdrawn.

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Armstrong,</i>	<i>Davies,</i>	<i>Keefler,</i>	<i>Platt,</i>
<i>Auger,</i>	<i>De St. Georges,</i>	<i>Kirk,</i>	<i>Robertson (Shelburne,)</i>
<i>Bain,</i>	<i>Fairbank,</i>	<i>Landerkin,</i>	<i>Ross (Middlesex),</i>
<i>Béchara,</i>	<i>Fisher,</i>	<i>Lister,</i>	<i>Scriven,</i>
<i>Bernier,</i>	<i>Fleming,</i>	<i>Livingstone,</i>	<i>Somerville (Brant),</i>
<i>Blake,</i>	<i>Forbes,</i>	<i>McMillan (Huron),</i>	<i>Somerville (Bruce),</i>
<i>Bourassa,</i>	<i>Geoffrion,</i>	<i>McCraney,</i>	<i>Springer,</i>
<i>Burpee (Sunbury),</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Sutherland (Oxford),</i>
<i>Campbell (Renfrew),</i>	<i>Gunn,</i>	<i>McMullen,</i>	<i>Thompson,</i>
<i>Jasey,</i>	<i>Harley,</i>	<i>Paterson (Brant),</i>	<i>Trow, and</i>
<i>Casgrain,</i>	<i>Holton,</i>	<i>Pickard,</i>	<i>Vail.—46.</i>
<i>Catudal,</i>	<i>Innes,</i>		

NAYS :

Messieurs

<i>Amyot,</i>	<i>Dawson,</i>	<i>Homer,</i>	<i>Paint,</i>
<i>Baker (Victoria),</i>	<i>DeBeaujeu,</i>	<i>Hurteau,</i>	<i>Patterson (Essex),</i>
<i>Barnard,</i>	<i>Desaulniers,</i>	<i>Jamieson,</i>	<i>Pinsonneault,</i>
<i>Beaty,</i>	<i>Desjardins,</i>	<i>Kilvert,</i>	<i>Pope,</i>
<i>Bell,</i>	<i>Dickinson,</i>	<i>Kinney,</i>	<i>Reid,</i>
<i>Benoit,</i>	<i>Dodd,</i>	<i>Kranz,</i>	<i>Richey,</i>
<i>Benson,</i>	<i>Dugas,</i>	<i>Labrosse,</i>	<i>Riopel,</i>
<i>Bergeron,</i>	<i>Dundas,</i>	<i>Landry,</i>	<i>Robertson (Hamilton),</i>
<i>Bergin,</i>	<i>Dupont,</i>	<i>Langevin,</i>	<i>Royal,</i>
<i>Billy,</i>	<i>Farrow,</i>	<i>Lesage,</i>	<i>Scott,</i>
<i>Blondeau,</i>	<i>Ferguson (L'Isle & Gren)</i>	<i>Macdonald (King's),</i>	<i>Shakespeare,</i>
<i>Bowell,</i>	<i>Ferguson (Welland),</i>	<i>Macdonald (Sir John),</i>	<i>Small,</i>
<i>Brecken,</i>	<i>Foster,</i>	<i>McDonald (C. Breton)</i>	<i>Smyth,</i>
<i>Cameron (Inverness),</i>	<i>Fréchette,</i>	<i>Mackintosh,</i>	<i>Sproule,</i>
<i>Cameron (Victoria),</i>	<i>Gigault,</i>	<i>Macmillan (Middlesex)</i>	<i>Tassé,</i>
<i>Campbell (Victoria),</i>	<i>Girouard (J. Cartier),</i>	<i>McMillan (Vaudreuil)</i>	<i>Taylor,</i>
<i>Carling,</i>	<i>Girouard (Kent),</i>	<i>McCarthy,</i>	<i>Tilley,</i>
<i>Caron,</i>	<i>Gordon,</i>	<i>McDougald,</i>	<i>Tyrwhitt,</i>
<i>Cimon,</i>	<i>Grandbois,</i>	<i>McNeill,</i>	<i>Vanasse,</i>
<i>Cochrane,</i>	<i>Guilbault,</i>	<i>Massue,</i>	<i>Wallace (York),</i>
<i>Costigan,</i>	<i>Guillet,</i>	<i>Méhot,</i>	<i>White (Cardwell),</i>
<i>Coughlin,</i>	<i>Hackett,</i>	<i>Mitchell,</i>	<i>Williams,</i>
<i>Coursol,</i>	<i>Haggart,</i>	<i>Montplaisir,</i>	<i>Wood (Brockville),</i>
<i>Curran,</i>	<i>Hall,</i>	<i>O'Brien,</i>	<i>Wood (Westm'land),</i>
<i>Outhbert,</i>	<i>Hawkins,</i>	<i>Orton,</i>	<i>Woodworth, and</i>
<i>Daly,</i>	<i>Hickey,</i>	<i>Ouimet,</i>	<i>Wright.—105.</i>
<i>Daoust,</i>			

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. White (Cardwell) moved, in amendment, seconded by Mr. Haggart, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the

“ 46th Section by leaving out the words ‘ the majority,’ in the 4th line thereof, and inserting the words “ a majority of three fifths ” instead thereof;—and amending the “ 11th Sub-section by leaving out the words ‘ the majority,’ and inserting the words “ three-fifths ’ instead thereof;” inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Amyot,</i>	<i>Curran,</i>	<i>Hurteau,</i>	<i>Pinsonneault,</i>
<i>Baker (Victoria),</i>	<i>Cuthbert,</i>	<i>Kilvert,</i>	<i>Pope,</i>
<i>Barnard,</i>	<i>Daly,</i>	<i>Kinney,</i>	<i>Richcy,</i>
<i>Beaty,</i>	<i>Daoust,</i>	<i>Kranz,</i>	<i>Riopel,</i>
<i>Bell,</i>	<i>Dawson,</i>	<i>Labrosse,</i>	<i>Robertson (Hamilton),</i>
<i>Benoit,</i>	<i>De Beaujeu,</i>	<i>Langevin,</i>	<i>Scott,</i>
<i>Benson,</i>	<i>Desaulniers,</i>	<i>Lesage,</i>	<i>Shakespeare,</i>
<i>Bergeron,</i>	<i>Dickinson,</i>	<i>Livingstone,</i>	<i>Small,</i>
<i>Bergin,</i>	<i>Dodd,</i>	<i>Macdonald (King's),</i>	<i>Smyth,</i>
<i>Billy,</i>	<i>Dugas,</i>	<i>Macdonald (Sir John),</i>	<i>Sutherland (Oxford),</i>
<i>Blondeau,</i>	<i>Farrow,</i>	<i>McDonald (C. Breton)</i>	<i>Tassé,</i>
<i>Bowell,</i>	<i>Ferguson (Ld's & Gren)</i>	<i>Mackintosh,</i>	<i>Taylor,</i>
<i>Brecken,</i>	<i>Ferguson (Welland),</i>	<i>Macmillan (Middlesex)</i>	<i>Tilley,</i>
<i>Cameron (Inverness),</i>	<i>Girouard (J. Cartier),</i>	<i>McMillan (Vaudreuil)</i>	<i>Tyrchitt,</i>
<i>Cameron (Victoria),</i>	<i>Girouard (Kent),</i>	<i>McCarthy,</i>	<i>Vanasse,</i>
<i>Campbell (Victoria),</i>	<i>Gordon,</i>	<i>McDougald,</i>	<i>Wallace (York),</i>
<i>Carling,</i>	<i>Grandbois,</i>	<i>McNeill,</i>	<i>White (Cardwell),</i>
<i>Caron,</i>	<i>Guilbault,</i>	<i>Massue,</i>	<i>Williams,</i>
<i>Cimon,</i>	<i>Haggart,</i>	<i>Mitchell,</i>	<i>Wood (Brockville),</i>
<i>Costigan,</i>	<i>Hawkins,</i>	<i>Orton,</i>	<i>Wood (Westmoreland)</i>
<i>Coughlin,</i>	<i>Hickey,</i>	<i>Ouimet,</i>	<i>Woodworth. and</i>
<i>Coursol,</i>	<i>Homer,</i>	<i>Patterson (Essex),</i>	<i>Wright.—88.</i>

NAYS:

Messieurs

<i>Allison,</i>	<i>Desjardins,</i>	<i>Harley,</i>	<i>Paint,</i>
<i>Armstrong,</i>	<i>Dundas,</i>	<i>Holton,</i>	<i>Paterson (Brant),</i>
<i>Auger,</i>	<i>Dupont,</i>	<i>Innes,</i>	<i>Pickard,</i>
<i>Bain,</i>	<i>Fairbank,</i>	<i>Jamieson,</i>	<i>Platt,</i>
<i>Bécharé,</i>	<i>Fisher,</i>	<i>Keefler,</i>	<i>Reid,</i>
<i>Bernier,</i>	<i>Fleming,</i>	<i>Kirk,</i>	<i>Robertson (Shelburne),</i>
<i>Blake,</i>	<i>Forbes,</i>	<i>Landerkin,</i>	<i>Ross (Middlesex),</i>
<i>Bourassa,</i>	<i>Foster,</i>	<i>Landry,</i>	<i>Royal,</i>
<i>Burpee (Sunbury),</i>	<i>Fréchette,</i>	<i>Lister,</i>	<i>Scrivner,</i>
<i>Campbell (Renfrew),</i>	<i>Geoffrion,</i>	<i>McMillan (Huron),</i>	<i>Somerville (Brant),</i>
<i>Casey,</i>	<i>Gigault,</i>	<i>McCraney,</i>	<i>Somerville (Bruce),</i>
<i>Casgrain,</i>	<i>Gillmor,</i>	<i>McIntyre,</i>	<i>Springer,</i>
<i>Catudal,</i>	<i>Guillet,</i>	<i>McMullen,</i>	<i>Thomson,</i>
<i>Cochrane,</i>	<i>Gunn,</i>	<i>Méthot,</i>	<i>Trow, and</i>
<i>Davies,</i>	<i>Hackett,</i>	<i>Montplaisir,</i>	<i>Vail.—63.</i>
<i>De St. Georges,</i>	<i>Hall,</i>	<i>O'Brien,</i>	

So it was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the 46th Section by leaving out the words "the majority" in the 4th line thereof, and inserting the words "a majority of three-fifths" instead thereof; and of amending the 11th Sub-section by leaving out the words "the majority" and inserting the words "three-fifths" instead thereof.

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported. That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Baker* (*Victoria*) moved, in amendment, seconded by Mr. *Shakespeare*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following as Clause 5 to Section 42:—'In the Province of *British Columbia*, the provisions of Clause 1 shall not apply until after a period of three years from the passage of this Act; but in the meantime the number of such Licenses shall not exceed in number one for every two hundred of the first seven thousand of the population, and one for each five hundred over that number,' " inserted instead thereof.

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS:

Messieurs

<i>Amyot</i> ,	<i>Coursol</i> ,	<i>Guilbault</i> ,	<i>Reid</i> ,
<i>Baker</i> (<i>Victoria</i>),	<i>Daoust</i> ,	<i>Hall</i> ,	<i>Riopel</i> ,
<i>Barnard</i> ,	<i>De Beaujeu</i> ,	<i>Hickey</i> ,	<i>Shakespeare</i> ,
<i>Beaty</i> ,	<i>Desaulniers</i> ,	<i>Kilvert</i> ,	<i>Smyth</i> ,
<i>Bell</i> ,	<i>Dickinson</i> ,	<i>Mackintosh</i> ,	<i>Tassé</i> ,
<i>Benson</i> ,	<i>Dodd</i> ,	<i>McMillan</i> (<i>Vaudreuil</i>)	<i>Taylor</i> ,
<i>Bergin</i> ,	<i>Dugas</i> ,	<i>McNeill</i> ,	<i>Tyrwhitt</i> ,
<i>Billy</i> ,	<i>Fréchette</i> ,	<i>Massue</i> ,	<i>Vanasse</i> ,
<i>Cameron</i> (<i>Inverness</i>),	<i>Girouard</i> (<i>J. Cartier</i>),	<i>Orton</i> ,	<i>Williams</i> , and
<i>Cameron</i> (<i>Victoria</i>),	<i>Grandbois</i> ,	<i>Patterson</i> (<i>Essex</i>),	<i>Wood</i> (<i>Brockville</i>).—40.

NAYS:

Messieurs

<i>Armstrong</i> ,	<i>Curran</i> ,	<i>Homer</i> ,	<i>Paterson</i> (<i>Brant</i>),
<i>Auger</i> ,	<i>Cuthbert</i> ,	<i>Hurteau</i> ,	<i>Pickard</i> ,
<i>Bain</i> ,	<i>Daly</i> ,	<i>Innes</i> ,	<i>Pinsonneault</i> ,
<i>Béchar</i> ,	<i>Davies</i> ,	<i>Jamieson</i> ,	<i>Platt</i> ,
<i>Benoit</i> ,	<i>Dawson</i> ,	<i>Keebler</i> ,	<i>Pope</i> ,
<i>Bergeron</i> ,	<i>De St. Georges</i> ,	<i>Kinney</i> ,	<i>Richey</i> ,
<i>Bernier</i> ,	<i>Dundas</i> ,	<i>Kirk</i> ,	<i>Robertson</i> (<i>Hamilton</i>),
<i>B'ake</i> ,	<i>Dupont</i> ,	<i>Labrosse</i> ,	<i>Robertson</i> (<i>Shelburne</i>)
<i>Blondeau</i> ,	<i>Fairbank</i> ,	<i>Landerkin</i> ,	<i>Ross</i> (<i>Middlesex</i>),
<i>Bourassa</i> ,	<i>Farrow</i> ,	<i>Landry</i> ,	<i>Scott</i> ,
<i>Bowell</i> ,	<i>Fisher</i> ,	<i>Langevin</i> ,	<i>Scriver</i> ,

<i>Brecken,</i>	<i>Fleming,</i>	<i>Lesage,</i>	<i>Small,</i>
<i>Burpee (Sunbury),</i>	<i>Forbes,</i>	<i>Lister,</i>	<i>Somerville (Brant),</i>
<i>Campbell (Renfrew),</i>	<i>Foster,</i>	<i>Livingstone,</i>	<i>Somerville (Bruce),</i>
<i>Campbell (Victoria),</i>	<i>Geoffrion,</i>	<i>Macdonald (King's),</i>	<i>Spriner,</i>
<i>Carling,</i>	<i>Gigault,</i>	<i>Macmillan (M'leese),</i>	<i>Sutherland (Oxford),</i>
<i>Caron,</i>	<i>Gillmor,</i>	<i>McMillan (Huron),</i>	<i>Thompson,</i>
<i>Casey,</i>	<i>Girouard (Kent),</i>	<i>McCarthy,</i>	<i>Tilley,</i>
<i>Casgrain,</i>	<i>Gordon,</i>	<i>McCraney,</i>	<i>Trow,</i>
<i>Catudal,</i>	<i>Guillet,</i>	<i>McMullen,</i>	<i>Vail,</i>
<i>Cimon,</i>	<i>Gunn,</i>	<i>Méhot,</i>	<i>Wallace (York),</i>
<i>Cochrane,</i>	<i>Harley,</i>	<i>Montplaisir,</i>	<i>Wood (Westland), and</i>
<i>Costigan,</i>	<i>Hawkins,</i>	<i>O'Brien,</i>	<i>Woodworth.—95.</i>
<i>Coughlin,</i>	<i>Holton,</i>	<i>Paint.</i>	

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. Cameron (Victoria) moved, in amendment, seconded by *Mr. Bergin*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by expunging sub-section 6 of section 46, and substituting the following therefor:—'6. The votes of the electors shall be taken by ballot in the manner provided by 'The Canada Temperance Act, 1878,' and the several Clauses thereof under the headings 'The Poll,' 'Scrutiny,' 'Penalties,' 'Preservation of the Peace,' 'General Provisions,' 'Prevention of Corrupt Practices,' and 'Penalties and Punishments Generally,' shall be read and construed as part of this Act, except where inconsistent with any of the provisions herein contained," inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by expunging sub-section 6 of section 46, and substituting the following therefor:—'6. The votes of the electors shall be taken by ballot in the manner provided by 'The Canada Temperance Act, 1878,' and the several Clauses thereof under the headings 'The Poll,' 'Scrutiny,' 'Penalties,' 'Preservation of the Peace,' 'General Provisions,' 'Prevention of Corrupt Practices,' 'and 'Penalties and Punishments Generally,' shall be read and construed as part of this Act, except where inconsistent with any of the provisions herein contained.'

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, *Mr. Speaker* resumed the Chair; and *Mr. McDonald (Cape Breton)* reported, That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. Patterson (Essex) moved, in amendment, seconded by *Mr. Massue*, That all the words after "now," to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following proviso: 'Provided that when under colour of any Provincial Law there are at the time of the passing of this Act more Licenses issued, than by the limit provided by this Act is permitted, the same number of licenses may be issued until the 1st day of May, 1866, the limit not to exceed one for every full four hundred beyond one thousand of the population,'" inserted instead thereof;

And the Question being put on the Amendment; the House divided: and the names being called for, they were taken down, as follow:—

YEAS :

Messieurs

<i>Amyot,</i>	<i>Daly,</i>	<i>Hurteau,</i>	<i>Ouimet,</i>
<i>Baker (Victoria),</i>	<i>Daoust,</i>	<i>Kilvert,</i>	<i>Patterson (Essex),</i>
<i>Beaty,</i>	<i>De Beaujeu,</i>	<i>Kranz,</i>	<i>Reid,</i>
<i>Benoit,</i>	<i>Desaulniers,</i>	<i>Labrosse,</i>	<i>Richey,</i>
<i>Benson,</i>	<i>Dickinson,</i>	<i>Lesage,</i>	<i>Riopel,</i>
<i>Bergeron,</i>	<i>Dold,</i>	<i>Mackintosh,</i>	<i>Robertson (Hamilton),</i>
<i>Bergin,</i>	<i>Dugas,</i>	<i>Macmillan (M'dlessex),</i>	<i>Scott,</i>
<i>Billy,</i>	<i>Farrow,</i>	<i>McMillan (Vaudreuil)</i>	<i>Shakespeare,</i>
<i>Blondeau,</i>	<i>Girouard (J. Cartier),</i>	<i>McCarthy,</i>	<i>Small,</i>
<i>Brecken,</i>	<i>Gordon,</i>	<i>McDougald,</i>	<i>Smyth,</i>
<i>Cameron (Victoria),</i>	<i>Grandbois,</i>	<i>McNeill,</i>	<i>Tassé,</i>
<i>Coughlin,</i>	<i>Gunn,</i>	<i>Massue,</i>	<i>Tyrwhitt,</i>
<i>Coursol,</i>	<i>Haggart,</i>	<i>Mitchell,</i>	<i>Vanasse, and</i>
<i>Curran,</i>	<i>Hawkins,</i>	<i>Orton,</i>	<i>Wallace (York).—58.</i>
<i>Cuthbert,</i>	<i>Hickey,</i>		

NAYS:

Messieurs

<i>Allison,</i>	<i>Davies,</i>	<i>Holton,</i>	<i>Pickard,</i>
<i>Auger,</i>	<i>Dawson,</i>	<i>Homer,</i>	<i>Pinsonneault,</i>
<i>Bain,</i>	<i>De St. Georges,</i>	<i>Innes,</i>	<i>Platt,</i>
<i>Bécharé,</i>	<i>Desjardins,</i>	<i>Jamieson,</i>	<i>Pope,</i>
<i>Bell,</i>	<i>Dundas,</i>	<i>Keefer,</i>	<i>Robertson (Shelburne),</i>
<i>Bernier,</i>	<i>Dupont,</i>	<i>Kinney,</i>	<i>Ross (Middlesex),</i>
<i>Blake,</i>	<i>Fisher,</i>	<i>Kirk,</i>	<i>Royal,</i>
<i>Bourassa,</i>	<i>Fleming,</i>	<i>Landerkin,</i>	<i>Scriver,</i>
<i>Bowell,</i>	<i>Forbes,</i>	<i>Landry,</i>	<i>Somerville (Brant),</i>
<i>Burpee (Sunbury),</i>	<i>Foster,</i>	<i>Langevin,</i>	<i>Somerville (Bruce),</i>
<i>Cameron (Inverness),</i>	<i>Fréchette,</i>	<i>Lister,</i>	<i>Springer,</i>
<i>Campbell (Renfrew),</i>	<i>Geoffrion,</i>	<i>Macdonald (King's),</i>	<i>Taylor,</i>
<i>Caron,</i>	<i>Giguault,</i>	<i>McMillan (Huron),</i>	<i>Tilley,</i>
<i>Casey,</i>	<i>Gilnmor,</i>	<i>McCraney,</i>	<i>Trow,</i>
<i>Casgrain,</i>	<i>Girouard (Kent),</i>	<i>McMullen,</i>	<i>Vail,</i>
<i>Catudal,</i>	<i>Guilbault,</i>	<i>Méthot,</i>	<i>White (Cardwell),</i>
<i>Chapleau,</i>	<i>Guillet,</i>	<i>Montplaisir,</i>	<i>Williams,</i>
<i>Cimon,</i>	<i>Hackett,</i>	<i>O'Brien,</i>	<i>Wood (Brockville),</i>
<i>Cochrane,</i>	<i>Hall,</i>	<i>Paint,</i>	<i>Wood (West'land) and</i>
<i>Costigan,</i>	<i>Harley,</i>	<i>Paterson (Brant),</i>	<i>Woodworth.—80.</i>

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Girouard (Jacques Cartier)* moved, in amendment, seconded by Mr. *Bergin*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending" clauses 98 and 99, so that the offences therein defined shall subject the offender only "to the payment of a penalty not exceeding fifty dollars" inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending clauses 98 and 99, so that the offences therein defined shall subject the offender only to the payment of a penalty not exceeding fifty dollars.

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Patterson* (*Essex*) moved, in amendment, seconded by Mr. *Orton*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by expunging sub-section 5 of Section 42, and substituting the following therefor: 'The Board may authorize the granting of two additional Hotel Licenses beyond the number limited by this Act, in a locality largely resorted to by travellers or visitors,'" inserted instead thereof;

And the Question being put on the Amendment:—It passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Robertson* (*Hamilton*) moved, in amendment, seconded by Mr. *Grigault*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending sub-section 11, of Section 46, by adding thereto the following words:—'and each and all of the provisions of this section shall apply to the proceedings to be taken in reference to such repeal;—and by adding after the word 'January' in Sub-section 2 of the said Section 46, the words 'or February'" inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending Sub-section 11 of Section 40, by adding thereto the following words:—"and each and all of the provisions of this Section shall apply to the proceedings to be taken in reference to such repeal,"—and by adding after the word "January" in Sub-section 2 of the said Section 46, the words "or February."

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *McCarthy* moved, in amendment, seconded by Mr. *Huggart*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same" by expunging all the words in Section 39 after the words "at their discretion," in line 34, down to the words "and such licence" in line 37;—by inserting a new clause as follows:—"On the trial of any information or complaint against the provisions of this Act, the person charged, or husband of such person shall be competent and compellable to give evidence as a witness in the said matter;" and by making the following changes in Section 46: expunging the word "Parliamentary" wherever it occurs; expunging the words "or Chairman"

“and ‘registered’ in Sub-section 2; substituting the words ‘Chief Inspector’ for the words ‘License Inspector;’ substituting the word “five” for the word “four,” whenever it occurs in the said Section;—as to the hours named for polling and voting days;—and expunging the word ‘qualified’ in sub-section 5;” inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending the same by expunging all the words in Section 39 after the words “at their discretion,” in line 34, down to the words “and such license” in line 37; by inserting a new clause as follows:—“On the trial of any information or complaint against the provisions of this Act, the person charged or husband of such person shall be competent and compellable to give evidence as a witness in the said matter;” and by making the following changes in section 46:—expunging the word “Parliamentary” wherever it occurs; expunging the words “or Chairman” and “registered” in Sub-section 2; substituting the words “Chief Inspector” for the words “License Inspector;” substituting the word “five” for the word “four” whenever it occurs in the said section;—as to the hours named for polling and voting days; and expunging the word “qualified” in sub-section 5.

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. *Speaker* resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Company had further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Foster* moved, in amendment, seconded by Mr. *Richey*, That all the words after “now” to the end of the Question, be left out, and the words, “re-committed to a Committee of the Whole House for the purpose of amending section 74, by expunging the words “to be consumed on the premises;” —and amending section 82, by adding the following as sub-section 2:—

“2. When any Inspector, policeman, constable or officer, in making or attempting to make any search under or in pursuance of the authority conferred by Section 81 of this Act, or under the warrant mentioned in the last named section, finds in an unlicensed house or place any liquor which in his opinion is unlawfully kept for sale or disposal contrary to the said Act, he may forthwith seize and remove the same, and the vessels in which the same is kept, and upon the conviction of the occupant of such house or place or of any other person, for keeping liquor for sale in such house or place without license, the Magistrate making such conviction, may, in and by the said conviction, or by a separate or subsequent order, declare the said liquor and vessels, or any part thereof, to be forfeited to Her Majesty, and may order and direct that the said Inspector, policeman, constable or officer, shall destroy the same or any part thereof, and the Inspector or other person as aforesaid shall thereupon forthwith destroy the same or part thereof as directed by such conviction or order,” inserted instead thereof;

And the Question being put on the Amendment:—It was resolved in the Affirmative.

Then the Main Question, so amended, being put;

Ordered, That the Bill be now re-committed to a Committee of the Whole House for the purpose of amending section 74, by expunging the words “to be consumed on the premises;” —and amending section 82, by adding the following as sub-section 2:—

“2. When any Inspector, policeman, constable or officer, in making or attempting to make any search under or in pursuance of the authority conferred by Section 81 of this Act, or under the warrant mentioned in the last named section, finds in an

unlicensed house or place any liquor which in his opinion is unlawfully kept for sale or disposal contrary to the said Act, he may forthwith seize and remove the same, and the vessels in which the same is kept, and upon the conviction of the occupant of such house or place or of any other person, for keeping liquor for sale in such house or place without license, the Magistrate making such conviction, may in and by the said conviction, or by a separate or subsequent order, declare the said liquor and vessels, or any part thereof, to be forfeited to Her Majesty, and may order and direct that the said Inspector, policeman, constable or officer, shall destroy the same or any part thereof, and the Inspector or other person as aforesaid shall thereupon forthwith destroy the same or part thereof as directed by such conviction or order."

The House accordingly again resolved itself into the said Committee, and, after some time spent therein, Mr. *Speaker* resumed the Chair; and Mr. *McDonald* (*Cape Breton*) reported, That the Committee has further amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Gigault* moved, in amendment, seconded by Mr. *Frechette*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House for the purpose of amending the same by adding the following words to section 7, as sub-section (e) :—"The Board may in granting a license to an hotelkeeper, authorize him to sell liquors in quantities exceeding one Imperial quart, and not exceeding one Imperial gallon, at any one time to any one person, said quantities not to be consumed on the premises," inserted instead thereof;

And the Question being put on the Amendment :—It was passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. *Fleming* moved, in amendment, seconded by Mr. *Lister*, That all the words after "That" to the end of the Question, be left out, and the words "the Provincial Legislatures have, since Confederation, exercised Legislative powers in the regulation of the issue of Licenses for the sale of Intoxicating Liquors, and the hours and certain other incidents of the sale ;

"That the Appeal Courts of *Ontario* and *Quebec* have each decided in favour of the exercise by the Provinces of the Dominion of the Jurisdiction, and the Appeal Court of *Quebec* has further determined that the Judgment of the Privy Council in *Russell* and the Queen does not decide that the Provincial Legislatures have not this Jurisdiction ;

"That the questions involved are now under the consideration of the Supreme Court of *Canada*, and will shortly be brought under the consideration of the Privy Council ;

"That the Parliament of *Canada* should not assume Jurisdiction as proposed by the said Bill until the question of jurisdiction has been settled by the Court of last resort," inserted instead thereof ;

And the Question being put on the Amendment ; the House divided : and the names being called for, they were taken down, as follow :—

YEAS :

Messieurs

Armstrong,
Auger,
Bain,
Béchar,
Bernier,
Blake,

Catudal,
Davies,
De St. Georges,
Fisher,
Fleming,
Forbes,

Innes,
Keefler,
Kirk,
Landerkin,
Lister,
Livingstone,

Platt,
Robertson (*Shelburne*),
Ross (*Middlesex*),
Scriver,
Somerville (*Brant*),
Somerville (*Bruce*),

<i>Bourassa,</i>	<i>Geoffrion,</i>	<i>McMillan (Huron),</i>	<i>Springer,</i>
<i>Burpee (Sunbury),</i>	<i>Gillmor,</i>	<i>McCraney,</i>	<i>Sutherland (Oxford),</i>
<i>Campbell (Renfrew),</i>	<i>Gunn,</i>	<i>McIntyre,</i>	<i>Trow, and</i>
<i>Casey,</i>	<i>Harley,</i>	<i>McMullen,</i>	<i>Vail.—43.</i>
<i>Casgrain,</i>	<i>Holton,</i>	<i>Paterson (Brant),</i>	

NAYS:

Messieurs

<i>Allison,</i>	<i>Daly,</i>	<i>Kinney,</i>	<i>Pinsonneault,</i>
<i>Amyot,</i>	<i>Dawson,</i>	<i>Kranz,</i>	<i>Pope,</i>
<i>Baker (Victoria),</i>	<i>De Beaujeu,</i>	<i>Labrosse,</i>	<i>Reid,</i>
<i>Beaty,</i>	<i>Desaulniers,</i>	<i>Landry,</i>	<i>Richey,</i>
<i>Bell,</i>	<i>Desjardins,</i>	<i>Langevin,</i>	<i>Robertson (Hamilton),</i>
<i>Benoit,</i>	<i>Dickinson,</i>	<i>Lesage,</i>	<i>Royal,</i>
<i>Benson,</i>	<i>Dodd,</i>	<i>Macdonald (King's),</i>	<i>Scott,</i>
<i>Bergeron,</i>	<i>Dundas,</i>	<i>Macdonald (Sir John),</i>	<i>Shakespeare,</i>
<i>Bergin,</i>	<i>Dupont,</i>	<i>McDonald (C. Breton),</i>	<i>Small,</i>
<i>Blondeau,</i>	<i>Foster,</i>	<i>Mackintosh,</i>	<i>Smyth,</i>
<i>Bowell,</i>	<i>Fréchette,</i>	<i>Macmillan (Middlesex)</i>	<i>Tassé,</i>
<i>Brecken,</i>	<i>Gigault,</i>	<i>McMillan (Vaudreuil)</i>	<i>Taylor,</i>
<i>Cameron (Inverness),</i>	<i>Girouard (J. Cartier),</i>	<i>McCarthy,</i>	<i>Tilley,</i>
<i>Cameron (Victoria),</i>	<i>Girouard (Kent),</i>	<i>McDougald,</i>	<i>Tyrwhitt,</i>
<i>Campbell (Victoria),</i>	<i>Gordon,</i>	<i>McNeill,</i>	<i>Vanasse,</i>
<i>Carling,</i>	<i>Grandbois,</i>	<i>Massue,</i>	<i>Wallace (York),</i>
<i>Caron,</i>	<i>Guilbault,</i>	<i>Méthot,</i>	<i>White (Cardwell),</i>
<i>Cimon,</i>	<i>Guillet,</i>	<i>Montplaisir,</i>	<i>Williams,</i>
<i>Cochrane,</i>	<i>Hall,</i>	<i>O'Brien,</i>	<i>Wood (Brockville),</i>
<i>Costigan,</i>	<i>Hickey,</i>	<i>Orton,</i>	<i>Wood (Westm'land),</i>
<i>Coughlin,</i>	<i>Homer,</i>	<i>Ouimet,</i>	<i>Woodworth, and</i>
<i>Coursol,</i>	<i>Jamieson,</i>	<i>Patterson (Essex),</i>	<i>Wright.—90.</i>
<i>Cuthbert,</i>	<i>Kilvert,</i>		

So it passed in the Negative.

And the Question being again proposed, That the Bill be now read the third time;

Mr. Robertson (Shelburne) moved, in amendment, seconded by *Mr. Fisher*, That all the words after "That," to the end of the Question, be left out, and the words, "the general understanding since Confederation has been that under the Constitutional Act the Provinces have jurisdiction over the regulation and restriction of the issue of Licenses for the sale of Intoxicating Liquors, the hours of sale, and certain other incidents of the business;

"That the local character of the questions, and the use of the local machinery and institutions in dealing therewith shew that the public interest will be best served by the continuance of Provincial jurisdiction over these matters;

"That a question as to such jurisdiction having been raised in the gracious Speech from the Throne, the action of this House should be in the direction of procuring the removal of doubts by the establishment of the Provincial jurisdiction, instead of assuming jurisdiction as proposed by the said Bill;" inserted instead thereof;

And the Question being put on the Amendment; the House divided as in the last preceding division.

So it passed in the Negative.

Then the Main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

And The House having continued to sit till after Twelve of the Clock on Wednesday morning;

Wednesday, 23rd May, 1883.

The House, according to Order, again resolved itself into the Committee of Supply.

(In the Committee.)

1. *Resolved*, That a sum not exceeding Forty-four thousand dollars be granted to Her Majesty, to provide for the establishment of Indian Industrial Schools, *North-West Territories*, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Two thousand four hundred dollars be granted to Her Majesty, to provide for the salaries of two additional Agents in *British Columbia*, at \$1,200 each, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to defray certain expenses in connection with the Government of the *North-West Territories*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with the Consolidation of the Dominion Statutes, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Six hundred and eighty-three dollars and sixty-five cents be granted to Her Majesty, to defray expenses in connection with the *Niagara Falls Commission* (Revote); for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding One thousand one hundred and thirty dollars and forty-one cents be granted to Her Majesty, to defray expenses in connection with the *Canadian Pacific Railway Commission*, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Two hundred dollars be granted to Her Majesty, to defray expenses in connection with the publishing of a Grammar of the language of the *Abenakis* Indians, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to aid the Geographical Society of *Quebec* in the explorations of the *St. Lawrence, Labrador and James' Bay*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, to provide for an annual allowance to the Widow of the late *Sir George E. Cartier*, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to provide for the purchase of three hundred copies of *Bourinot's* work on the Rules, Usages and Procedure of the Senate and House of Commons (*vide* Report of Library Committee), for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two thousand one hundred and nine dollars and twenty-one cents be granted to Her Majesty, to refund to the *Merchants' Bank* in accordance with the decision of the Supreme Court of *Canada*, in the case of *Merchants' Bank vs. Regina*, amount of dues paid by that Bank under protest, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to provide for the payment of Mr. *Fabre's* salary and contingencies of his office, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to provide for the painting of an historical picture commemorative of the establishment of Confederation, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to defray additional amount required for Land Guides, &c., for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to pay *F. Houde*, M.P., the amount of his Sessional indemnity, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding One hundred and ten thousand dollars be granted to Her Majesty, for a Branch of the Intercolonial Railway to *Dartmouth*, provided the Municipality of *Dartmouth* undertake the payment to the Government of the amount of \$4,000 per annum for twenty years, or so much of that amount as may be required in addition to the net revenue to pay 4 per cent. per annum on the sum expended, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for construction of a swing bridge at *Chaffey's Locks*, *Rideau Canal*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for *Victoria Breakwater*, *Wood Islands*, *P.E.I.*, for the year ending 30th June 1884.

19. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, for extending railway wharf accommodation at *Carlton*, *St. John*, *N.B.*, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, for Beacon lights at the mouths of the rivers *Yamaska* and *St. Francois*, *Quebec*, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Works *Ontario*, viz.: *Midland Harbour*, \$10,000; *Consecon*, \$3,000, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for steam communication between *Owen Sound*, *Sault Ste. Marie* and *Thunder Bay* (Mail Subsidies), for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to meet cost of litigated matters, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Eight hundred dollars be granted to Her Majesty, to meet amount required to provide for the salary of Inspector of Tobacco Manufactories, for the year ending 30th June, 1884.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be received at the next sitting of the House this day.

Mr. *Richey* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting this day, again resolve itself into the said Committee.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by the Clerk, as followeth:—

The Senate have passed a Bill, intituled: "An Act to amend an Act of the present Session respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts, or otherwise," to which they desire the concurrence of this House.

On motion of Sir *Hector L. Langevin*, seconded by Mr. *Bowell*,

Ordered, That the Bill from the Senate, intituled: "An Act to amend an Act of the present Session respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts, or otherwise," be now read the first time.

The Bill was accordingly read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Sproule* reported. That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved. That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The House, according to Order, proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act further to amend 'The Fisheries Act.'"

The first Amendment, being read a second time, as followeth:—

Page 1, line 15. After "vested," insert, "Provided also that in the case of individuals who are riparian owners, no fee shall be charged for such license."

On motion of Mr. *Bowell*, seconded by Mr. *Caron*,

Resolved, That this House doth disagree with the Senate in the said Amendment for the following Reason:—Because the taking out of Licenses is not compulsory on Riparians, or special grantees of the French Crown, whose interests would be protected under the Fishery Laws as holders of such Licenses.

Then the subsequent Amendments, being read a second time, were agreed to.

Resolved, That a Message be sent to the Senate communicating to their Honours the Reason for disagreeing to the first of the said Amendments.

Ordered, That the Clerk do carry the said Message (with the Bill and Amendments) to the Senate.

And then The House, having continued to sit till five minutes before Two of the Clock on Wednesday morning, adjourned till this day.

Wednesday, 23rd May, 1883.

PRAYERS.

On motion of Sir *John A. Macdonald*, seconded by Mr. *Blake*,

Resolved, *nemine contradicente*, That an humble Address be presented to His Excellency the Governor General, expressing the desire of this House, on behalf of those whom we represent as well as on our own, to give expression to the general feeling of regret with which the country has learned that His Excellency's official connection with *Canada* is soon about to cease; and that we are, however, happy to

believe that in the Councils of the Empire in the future, and wherever opportunity enables him to render her service, *Canada* will ever find in His Excellency a steadfast friend with knowledge of her wants and aspirations and an earnest desire to forward her interests; and that His Excellency's zealous endeavours to inform himself by personal observation of the character, capabilities, and requirements of every section of the Dominion have been highly appreciated by its people, and that we feel that the Country is under deep obligations to him for his untiring efforts to make its resources widely and favourably known; and that the warm personal interest which His Excellency has taken in everything calculated to stimulate and encourage intellectual energy among us, and to advance science and art, will long be gratefully remembered, and that the success of His Excellency's efforts has fortified us in the belief that a full development of our national life is perfectly consistent with the closest and most loyal connection with the Empire; and that the presence of His Illustrious Consort in *Canada* seems to have drawn us closer to our beloved Sovereign; and that in saying farewell to His Excellency and to Her Royal Highness, whose kindly and gracious sympathies, manifested upon so many occasions, have endeared her to all hearts; and that we humbly beg that he will personally convey to Her Majesty the declaration of our loyal attachment, and of our determination to maintain firm and abiding our connection with the Great Empire over which She rules.

Resolved, That the said Resolution be referred to a Select Committee, composed of Sir John A. Macdonald, Mr. Blake, Sir Leonard Tilley, Sir Hector L. Langevin, Sir Charles Tupper, Messrs. Macdonald (King's), Vail, Casgrain and Barnard, to prepare the draft of an Address in accordance with the said Resolution, and to report the same to this House forthwith.

Sir John A. Macdonald reported from the Select Committee appointed to draw up an Address to His Excellency the Governor General, That they have drawn up an Address accordingly, and the same was read, as followeth:—

To His Excellency the Right Honourable Sir JOHN DOUGLAS SUTHERLAND CAMPBELL, (commonly called the Marquis of Lorne) Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of *Saint Michael and Saint George*, Governor General of *Canada*, and Vice-Admiral of the same, etc., etc.

MAY IT PLEASE YOUR EXCELLENCY:—

We, Her Majesty's dutiful subjects, the House of Commons of *Canada* in Parliament assembled, desire on behalf of those whom we represent, as well as on our own, to give expression to the general feeling of regret with which the Country has learned that Your Excellency's official connection with *Canada* is soon about to cease.

We are happy, however, to believe that in the Councils of the Empire in the future and wherever opportunity enables you to render her service, *Canada* will ever find in Your Excellency a steadfast friend with knowledge of her wants and aspirations and an earnest desire to forward her interests.

Your Excellency's zealous endeavours to inform yourself by personal observation of the character, capabilities and requirements of every section of the Dominion have been highly appreciated by its people, and we feel that the Country is under deep obligations to you for your untiring efforts to make its resources widely and favourably known.

The warm personal interest which Your Excellency has taken in everything calculated to stimulate and encourage intellectual energy among us, and to advance science and art will long be gratefully remembered; the success of Your Excellency's efforts has fortified us in the belief that a full development of our national life is perfectly consistent with the closest and most loyal connection with the Empire.

The presence of Your Illustrious Consort in *Canada* seems to have drawn us closer to our beloved Sovereign, and in saying farewell to Your Excellency and to Her Royal Highness, whose kindly and gracious sympathies, manifested upon so many occasions, have endeared her to all hearts, we humbly beg that you will personally convey to Her Majesty the declaration of our loyal attachment and of our determination to maintain firm and abiding our connection with the Great Empire over which She rules.

The said Address, being read a second time, was agreed to.

Ordered, That the said Address be engrossed.

Resolved, That a Message be sent to the Senate informing their Honours, That this House has passed the said Address to His Excellency the Governor General, and requesting their Honours to unite with this House in the said Address.

Ordered, That the Clerk do carry the said Message to the Senate.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled : " An Act respecting the High Court of Justice for Ontario ;"

The Bill was accordingly read a second time ; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Beaty* reported, That the Committee had gone through the Bill, and made amendments therunto.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled : " An Act to amend the Act thirty-sixth *Victoria*, chapter four, intituled : ' An Act to provide for the establishment of the Department of the Interior ' and to amend ' The Indian Act, 1880 ;"

The Bill was accordingly read a second time ; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee.

The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair ; and Mr. *Haggart* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the second reading of the Bill from the Senate, intituled : " An Act to legalize proceedings taken for the Naturalization of ' certain Aliens in the Province of *Manitoba* ;"

The Bill was accordingly read a second time ; and committed to a Committee of the Whole House.

Resolved, That this House do immediately resolve itself into the said Committee. The House accordingly resolved itself into the said Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Haggart* reported, That the Committee had gone through the Bill, and directed him to report the same, without any amendment.

Sir *John A. Macdonald* moved, seconded by Sir *Hector L. Langevin*, and the Question being proposed, That the Bill be now read the third time;

Mr. *Blake* moved, in amendment, seconded by Mr. *Vail*, That all the words after "now" to the end of the Question, be left out, and the words "re-committed to a Committee of the Whole House, for the purpose of amending it by making its provisions applicable to all the Provinces" inserted instead thereof.

And the Question being put on the Amendment:—It passed in the Negative.

Then the Main Question being put;

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, without any amendment.

The Order of the Day being read, for the second reading of the Bill respecting the Electoral Franchise;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for the second reading of the Bill to define certain offences against Persons employed in Factories;

Ordered, That the said Order be discharged.

Ordered, That the Bill be withdrawn.

The Order of the Day being read, for the third reading of the Bill from the Senate, intituled: "An Act to amend and consolidate the Laws relating to "Penitentiaries";

Ordered, That the said Order be discharged.

Ordered, That the Bill be now re-committed to a Committee of the Whole House.

The House accordingly again resolved itself into the Committee, and, after some time spent therein, Mr. Speaker resumed the Chair; and Mr. *Farrow* reported, That the Committee had amended the Bill.

Ordered, That the Bill, as amended in the Committee, be now taken into consideration.

The House accordingly proceeded to take the Bill into consideration.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill, with the Amendments, do pass.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath passed the same, with several Amendments, to which they desire their concurrence.

Mr. *Rykert* reported from the Committee of Supply, several Resolutions; which were read, as follow:—

1. *Resolved*, That a sum not exceeding Forty-four thousand dollars be granted to Her Majesty, to provide for the establishment of Indian Industrial Schools, *North-West Territories*, for the year ending 30th June, 1884.

2. *Resolved*, That a sum not exceeding Two thousand four hundred dollars be granted to Her Majesty, to provide for the salaries of two additional Agents in *British Columbia*, at \$1,200 each, for the year ending 30th June, 1884.

3. *Resolved*, That a sum not exceeding Seven thousand dollars be granted to Her Majesty, to defray certain expenses in connection with the Government of the *North-West Territories*, for the year ending 30th June, 1884.

4. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, to defray expenses in connection with the Consolidation of the Dominion Statutes, for the year ending 30th June, 1884.

5. *Resolved*, That a sum not exceeding Six hundred and eighty-three dollars and sixty-five cents be granted to Her Majesty, to defray expenses in connection with the *Niagara Falls Commission (Revote)*, for the year ending 30th June, 1884.

6. *Resolved*, That a sum not exceeding One thousand one hundred and thirty dollars and forty-one cents be granted to Her Majesty, to defray expenses in connection with the Canadian *Pacific Railway Commission*, for the year ending 30th June, 1884.

7. *Resolved*, That a sum not exceeding Two hundred dollars be granted to Her Majesty, to defray expenses in connection with the publishing of a Grammar of the language of the *Abenakis* Indians, for the year ending 30th June, 1884.

8. *Resolved*, That a sum not exceeding Three hundred dollars be granted to Her Majesty, to aid the Geographical Society of *Quebec* in the explorations of the *St. Lawrence, Labrador and James' Bay*, for the year ending 30th June, 1884.

9. *Resolved*, That a sum not exceeding One thousand two hundred dollars be granted to Her Majesty, to provide for an annual allowance to the Widow of the late *Sir George E. Cartier*, for the year ending 30th June, 1884.

10. *Resolved*, That a sum not exceeding One thousand five hundred dollars be granted to Her Majesty, to provide for the purchase of three hundred copies of *Bourinot's* work on the Rules, Usages and Procedure of the Senate and House of Commons (*vide Report of Library Committee*), for the year ending 30th June, 1884.

11. *Resolved*, That a sum not exceeding Two thousand one hundred and nine dollars and twenty-one cents be granted to Her Majesty, to refund to the Merchants' Bank in accordance with the decision of the Supreme Court of *Canada*, in the case of *Merchants' Bank vs. Regina*, amount of dues paid by that Bank under protest, for the year ending 30th June, 1884.

12. *Resolved*, That a sum not exceeding Two thousand five hundred dollars be granted to Her Majesty, to provide for the payment of *Mr. Fabre's* salary and contingencies of his office, for the year ending 30th June, 1884.

13. *Resolved*, That a sum not exceeding Four thousand dollars be granted to Her Majesty, to provide for the painting of an historical picture commemorative of the establishment of Confederation, for the year ending 30th June, 1884.

14. *Resolved*, That a sum not exceeding Seven thousand five hundred dollars be granted to Her Majesty, to defray additional amount required for Land Guides, &c., for the year ending 30th June, 1884.

15. *Resolved*, That a sum not exceeding One thousand dollars be granted to Her Majesty, to pay *F. Houde, M.P.*, the amount of his Sessional indemnity, for the year ending 30th June, 1884.

16. *Resolved*, That a sum not exceeding One hundred and ten thousand dollars be granted to Her Majesty, for a Branch of the Intercolonial Railway to *Dartmouth*, provided the Municipality of *Dartmouth* undertake the payment to the Government of the amount of \$4,000 per annum for twenty years, or so much of that amount as may be required in addition to the net revenue to pay 4 per cent. per annum on the sum expended, for the year ending 30th June, 1884.

17. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for construction of a swing bridge at *Chaffey's Locks, Rideau Canal*, for the year ending 30th June, 1884.

18. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for *Victoria Breakwater, Wood Islands, P.E.I.*, for the year ending 30th June 1884.

19. *Resolved*, That a sum not exceeding Ten thousand dollars be granted to Her Majesty, for extending railway wharf accommodation at *Carlton, St. John, N.B.*, for the year ending 30th June, 1884.

20. *Resolved*, That a sum not exceeding Five hundred dollars be granted to Her Majesty, for Beacon lights at the mouths of the rivers *Yamaska* and *St. Francois, Quebec*, for the year ending 30th June, 1884.

21. *Resolved*, That a sum not exceeding Thirteen thousand dollars be granted to Her Majesty, to defray the following expenses in connection with Public Works Ontario, viz.: *Midland Harbour*, \$10,000; *Consecon*, \$3,000, for the year ending 30th June, 1884.

22. *Resolved*, That a sum not exceeding Two thousand dollars be granted to Her Majesty, for steam communication between *Owen Sound, Sault Ste. Marie* and *Thunder Bay* (Mail Subsidies), for the year ending 30th June, 1884.

23. *Resolved*, That a sum not exceeding Five thousand dollars be granted to Her Majesty, to meet cost of litigated matters, for the year ending 30th June, 1884.

24. *Resolved*, That a sum not exceeding Eight hundred dollars be granted to Her Majesty, to meet amount required to provide for the salary of Inspector of Tobacco Manufactories, for the year ending 30th June, 1884.

The said Resolutions, being read a second time, were agreed to.

The House, according to Order, again resolved itself into the Committee of Ways and Means.

(In the Committee.)

1. *Resolved*, That towards making good the Supply granted to Her Majesty for the financial year ending 30th June, 1883, the sum of \$3,169,591.61 be granted out of the Consolidated Revenue Fund of *Canada*.

2. *Resolved*, That towards making good the Supply granted to Her Majesty for the financial year ending 30th June, 1884, the sum of \$31,181,836.15 be granted out of the Consolidated Revenue Fund of *Canada*.

Resolutions to be reported.

Mr. Speaker resumed the Chair; and Mr. *Richey* reported, That the Committee had come to several Resolutions.

Ordered, That the Report be now received.

Mr. *Richey* reported the Resolutions accordingly; and the same were read, as follow:—

1. *Resolved*, That towards making good the Supply granted to Her Majesty for the financial year ending 30th June, 1883, the sum of \$3,169,591.61 be granted out of the Consolidated Revenue Fund of *Canada*.

2. *Resolved*, That towards making good the Supply granted to Her Majesty for the financial year ending 30th June, 1884, the sum of \$31,181,836.15 be granted out of the Consolidated Revenue Fund of *Canada*.

The said Resolutions, being read a second time, were agreed to.

Mr. *Richey* also acquainted the House that he was directed to move, That the Committee may have leave to sit again.

Resolved, That this House will, at its next sitting, again resolve itself into the said Committee.

Ordered, That Sir *Leonard Tilley* have leave to bring in a Bill for granting to Her Majesty certain sums of money required for defraying certain expenses of the Public Service, for the financial years ending respectively the 30th June, 1883, and the 30th June, 1884, and for other purposes relating to the Public Service.

He accordingly presented the said Bill to the House; and the same was received and read the first time.

Ordered, That the Bill be now read a second time.

The Bill was accordingly read a second time.

Ordered, That the Bill be now read the third time.

The Bill was accordingly read the third time.

Resolved, That the Bill do pass.

Ordered, That the Clerk do carry the Bill to the Senate, and desire their concurrence.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth:—

The Senate have passed the following Bills, without any amendment:—

Bill intituled: "An Act to provide for the salaries and superannuation and travelling allowances of certain Judges of certain Provincial Courts."

Bill intituled: "An Act to make further provision for deepening the Ship Channel of the River *St. Lawrence* between *Montreal* and *Quebec*."

Bill intituled: "An Act to amend the Act Thirty-sixth *Victoria*, Chapter Sixty-two, and the Act Forty-third *Victoria*, Chapter Seventeen, respecting the *Quebec* Harbour Commissioners."

Bill intituled: "An Act to amend the Act Thirty-eighth *Victoria*, Chapter Fifty-six, intituled: 'An Act respecting the Graving Dock in the Harbour of *Quebec*, and authorizing the raising of a loan in respect thereof.'"

Bill intituled: "An Act for authorizing subsidies for the construction of the lines of Railway therein mentioned."

Mr. Speaker communicated to the House the following letter:—

OTTAWA, 23rd May, 1883.

SIR,—I have the honour to inform you that His Excellency the Governor General, if the state of the Public Business will permit, will proceed to the Senate Chamber to prorogue the Session of the Dominion Parliament on Friday, the 25th instant, at 3.30 o'clock P.M.

I have the honour to be, Sir,

Your most obedient servant,

F. DEWINTON, Lt. Col. R.A.,

Governor General's Secretary.

The Honourable the Speaker of the House of Commons.

On motion of Sir *John A. Macdonald*, seconded by Sir *Leonard Tilley*,

Resolved, That when this House adjourn this day, it shall stand adjourned until Ten o'clock A.M. on Friday next.

And then The House adjourned till Ten of the clock on Friday morning.

Friday, 25th May, 1883.

TEN O'CLOCK A.M.

PRAYERS.

Mr. Speaker acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth :—

The Senate have agreed to the Address to His Excellency the Governor General, expressing the deep feeling of regret which we experience at the approaching departure of His Excellency from *Canada*, by filling up the blank with the words "Senate and"

Ordered, That the said Address be presented to His Excellency on the part of this House, by such Members of this House as are of the Queen's Privy Council.

Mr. Speaker also acquainted the House, That a Message had been brought from the Senate by their Clerk, as followeth :—

The Senate have agreed to the Amendments made by this House to the following Bills, without any amendment:—

Bill intituled: "An Act respecting the High Court of Justice for *Ontario*."

Bill intituled: "An Act to amend and consolidate the Acts relating to the "superannuation of persons employed in the Civil Service of *Canada*."

Bill intituled: "An Act to amend and consolidate the Laws relating to Penitentiaries."

Also, the Senate have passed the following Bills, without any amendment:—

Bill intituled: "An Act to encourage the manufacture of Pig Iron in *Canada*, "from Canadian ore."

Bill intituled: "An Act to amend the Tariff of Duties of Customs."

Bill intituled: "An Act to provide for advances to be made by the Government "of *Canada* to the *Saint John* Bridge and Railway Extension Company."

Bill intituled: "An Act to extend to *British Columbia* the Act relating to fishing by Foreign Vessels."

Bill intituled: "An Act to continue for a limited time the Acts therein mentioned."

Bill intituled: "An Act respecting the sale of Intoxicating Liquors and the "issue of Licenses therefor."

Also, the Senate have passed the Bill, intituled: "An Act further to amend the "Consolidated Railway Act, 1879, and to declare certain lines of Railway to be works "for the general advantage of *Canada*," with several Amendments, to which they desire the concurrence of this House.

Also, the Senate doth insist on its first Amendment made to the Bill, intituled: "An Act further to amend 'The Fisheries Act,'" to which the Commons disagree, and for the following Reasons, viz.:

1st. Because it is unreasonable to require the owner of a right to pay for using it.

2nd. Because if any additional benefit (such as protection) is or should be conferred upon the owner of a right, a separate charge might be made for it.

3rd. Because it is incorrect to affirm that it is not compulsory upon Riparian owners (there is nothing in the Bill or the Amendment in regard to special or other grantees of the French Crown) to take out Licenses, since by the sub-section to the 2nd Clause of the Bill, it is made unlawful for every one, without exception, to fish with nets or other apparatus, for salmon.

And also, the Senate have passed the Bill, intituled: "An Act for granting to Her Majesty certain sums of money required for defraying certain expenses of the Public Service, for the financial years ending respectively the 30th June, 1883, and the 30th June, 1884, and for other purposes relating to the Public Service," without any amendment.

The House proceeded to take into consideration the Amendments made by the Senate to the Bill, intituled: "An Act further to amend the Consolidated Railway Act, 1879, and to declare certain lines of Railway to be works for the general advantage of Canada," and the same were twice read, and agreed to.

Ordered, That the Clerk do carry back the Bill to the Senate, and acquaint their Honours, That this House hath agreed to their Amendments.

Sir *John A. Macdonald*, a Member of the Queen's Privy Council, presented the Reply of His Excellency the Governor General to the Joint Address of both Houses, expressing their regret at His Excellency's approaching departure from *Canada*, which is as follows:—

Honourable Gentlemen :

No higher personal honour can be received by a public man than that which by this Address you have been pleased to accord to me. In asking you to accept my gratitude, I thank you also for your words regarding the Princess, whose affection for *Canada* fully equals mine. It will be my pride and duty to aid you in the future to the utmost of my power.

Now that the pre-arranged term of our residence among you draws to its end, and the happiest five years I have ever known are nearly spent, it is my fortune to look back on a time during which all domestic discord has been avoided; our friendship with the great neighbouring Republic has been sustained, and an uninterrupted prosperity has marked the advance of the Dominion.

In no other land have the last seventeen years—the space of time which has elapsed since your Federation—witnessed such progress. Other countries have had their territories enlarged, and their destinies determined by trouble and war, but no blood has stained the bonds which have knit together your free and order-loving populations. And yet in this period, so brief in the life of a Nation, you have attained to a Union whose characteristics, from sea to sea, are the same.

A Judicature above suspicion; self-governing communities entrusting to a strong Central Government all national interests; the toleration of all faiths, with favour to none; a franchise recognizing the rights of labour, by the exclusion only of the idler; the maintenance of a Government, not privileged to exist for any fixed term, but ever susceptible to the change of public opinion, and ever open through a responsible Ministry to the scrutiny of the people;—these are the features of your rising Power.

Finally you present the spectacle of a Nation, already possessing the means to make its position respected by its resources in men available at sea or on land. May these never be required except to gather the harvests the bounty of God has so lavishly bestowed upon you. The spirit, however, which made your Fathers resist encroachments on your soil and liberties, is with you now; and it is as certain to-day as it was formerly, that you are ready to take on yourselves the necessary burden to ensure the permanence of your Laws and Institutions.

You have the power to make Treaties on your own responsibility with foreign Nations, and your High Commissioner is associated for purposes of negotiation with the Foreign Office.

You are not the subjects, but the free allies of the great country which gave you birth, and is ready with all its energy to be the champion of your interests. Standing side by side *Canada* and *Great Britain* work together for the commercial advancement of each other. It is the recognition of this which makes such an occasion as

the present significant. Personal ties however dear to individuals are of no public moment. These may be happy or unhappy accidents. But the satisfaction experienced from the conditions of the connection now subsisting between the old and the new Lands, can be affected by no personal accident.

I therefore rejoice that again it has been your determination to show that *Canada* remains as firmly rooted as ever in love to that free union which ensures to you and to *Great Britain* equal advantages. Without it the maintenance of your Institutions and National Autonomy would not be allowed to endure for a twelvemonth; while the loss of the alliance of the communities which were once the dependencies of *England*, would be a heavy blow to her commerce and renown.

I thank you once more for your words which shall be dear treasures to me for ever; and may the end of the term of each public servant who fills with you the office which constitutes him at once your Chief Magistrate, and the Representative of a United Empire, be a day for pronouncing in favour of a free National Government, defended by such Imperial alliance.

LOBNE.

GOVERNMENT HOUSE,
OTTAWA, 25th May, 1883.

A Message was received from His Excellency the Governor General, by *René E. Kimber*, Esquire, Gentleman Usher of the Black Rod:—

MR. SPEAKER,—

I am commanded by His Excellency the Governor General to acquaint this Honourable House, That it is the pleasure of His Excellency that the Members thereof do forthwith attend him in the Senate Chamber.

Accordingly, Mr. Speaker, with the House, went up to attend His Excellency, where His Excellency was pleased to give, in Her Majesty's name, the Royal Assent to the following Public and Private Bills:—

An Act to authorize the raising by way of loan of certain sums of money required for the Public Service.

An Act to incorporate "The Central Bank of *Canada*."

An Act respecting the Citizens' Insurance Company of *Canada*.

An Act further to reduce the capital stock of the *Quebec Fire Assurance Company*.

An Act to incorporate the Bank of *London*, in *Canada*.

An Act to amend the Acts respecting procedure in criminal cases, and other matters relating to Criminal Law.

An Act to incorporate "Les Révérends Pères Oblats de Marie Immaculée des Territoires du *Nord-Ouest*."

An Act to amend "An Act to incorporate the *Ontario and Quebec Railway Company*."

An Act to incorporate the University of *Saskatchewan* and to authorize the establishment of colleges within the limits of the Diocese of *Saskatchewan*.

An Act to provide for the amalgamation of the Bank of *Nova Scotia* with the Union Bank of *Prince Edward Island*.

An Act to empower the National Insurance Company to wind up its affairs and relinquish its charter, and to provide for the dissolution of the said Company.

An Act to incorporate "The *Manitoba and North Western Fire Insurance Company*."

An Act respecting the "Crédit Foncier Franco-Canadien."

An Act to amalgamate the Presbyterian Ministers' Widows' and Orphans' Fund in connection with the Presbyterian Church of the Lower Provinces, and the Widows' and Orphans' Fund of the Presbyterian Church in the Maritime Provinces

in connection with the Church of *Scotland*, and to create a corporation to administer such funds.

An Act to incorporate the *Royal Society of Canada*.

An Act to incorporate the *Brant County Bank of Canada*.

An Act to amend the Act incorporating the *Atlantic and North-West Railway Company*.

An Act respecting the *Montreal, Ottawa and Western Railway Company*, and to change the name thereof to the "*Montreal and Western Railway Company*."

An Act to amend the Act to incorporate the *Ontario Pacific Railway Company*.

An Act to amend the Act incorporating "*The Great Eastern Railway Company*."

An Act to incorporate the Board of Management of the Church and Manse Building Fund of the Presbyterian Church in *Canada*, for *Manitoba* and the *North-West*.

An Act to amend the Act incorporating the *Kingston and Pembroke Railway Company*, and the Act amending the same.

An Act to amend the "Act to incorporate the *London and Ontario Investment Company (Limited)*."

An Act to amend the Act passed in the forty-fifth year of the reign of Her present Majesty, intituled: "An Act to repeal the duty on promissory notes, drafts and bills of exchange."

An Act to amend "An Act respecting Insolvent Banks, Insurance Companies, Loan Companies, Building Societies and Trading Corporations."

An Act to amend the several Acts incorporating the "*Portage, Westbourne and North-Western Railway Company*," and to change the name thereof to the "*Manitoba and North-Western Railway Company of Canada*."

An Act to amend the Acts relating to the *Great Western and Lake Ontario Shore Junction Railway Company*.

An Act to incorporate the *Davis and Lawrence Company*.

An Act to grant certain powers to the *Acadia Powder Company*.

An Act to incorporate the *Dominion Phosphate and Mining Company*.

An Act further to amend an Act intituled: "An Act relating to Banks and Banking," and the several Acts amending the same.

An Act to incorporate the *Wood Mountain and Qu'Appelle Railway Company*.

An Act to amend the Act to incorporate the *North-Western Bank*.

An Act to incorporate the *Royal Canadian Passenger Steamship Company (Limited)*.

An Act to continue "An Act to incorporate sundry persons by the name of the President, Directors and Company of the *Farmers' Bank of Rustico*."

An Act to incorporate the *Cumberland Coal and Railway Company*.

An Act to incorporate a Company under the name of "*The Ra'hbun Company*."

An Act to incorporate the *Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company*.

An Act to incorporate the *Quebec and James' Bay Railway Company*.

An Act to incorporate "*The Grange Trust (Limited)*."

An Act to amend and continue in force the Act incorporating the *Grafton Harbour Company*, and for other purposes.

An Act further to amend "The *General Inspection Act, 1874*."

An Act to amend the Act to incorporate the *Northern, North-Western, and Sault Ste. Marie Railway Company*, and to change the name of the said Company to the *Northern and Pacific Junction Railway Company*.

An Act further to amend the Acts relating to the *New Brunswick Railway Company*.

An Act further to amend the Act respecting the Harbour of *Pictou*.

An Act to amend the "Act to incorporate the *Chignecto Marine Transport Railway Company (Limited)*."

An Act to incorporate "*The Pacific and Peace River Railway Company*."

An Act to incorporate "The *Saskatchewan* and North-Western Railway Company."

An Act to unite the *Winnipeg* and *Hudson's Bay* Railway and Steamship Company and the *Nelson Valley* Railway and Transportation Company into one corporation, under the name of "The *Winnipeg* and *Hudson's Bay* Railway and Steamship Company."

An Act for the better prevention of fraud in relation to contracts involving the expenditure of public moneys.

An Act to amend and consolidate the Acts respecting the Customs.

An Act to amend "The Post Office Act, 1875."

An Act further to amend the Act respecting the incorporation of a Company to establish a Marine Telegraph between the *Pacific* Coast of *Canada* and *Asia*.

An Act respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts or otherwise.

An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited).

An Act respecting the Canadian *Pacific* Railway Company.

An Act to incorporate the *Quinze Pier*, Boom and Improvement Company.

An Act to amend "The Dominion Elections Act, 1874."

An Act to amend "An Act respecting the Offices of Receiver General and Minister of Public Works," as to the powers of the Minister of Railways and Canals.

An Act respecting the Harbour Master of the Harbour of *Three Rivers*.

An Act to amend "An Act to incorporate the Missionary Society of the *Wesleyan* Methodist Church in *Canada*."

An Act to authorize the Grand Trunk Railway Company of *Canada* to extend their traffic arrangement with the North Shore Railway Company to fifty years from the date thereof.

An Act respecting the Northern Railway Company of *Canada*.

An Act to amend "The *Canada* Civil Service Act, 1882."

An Act to amend "An Act respecting the *Credit Valley* Railway Company."

An Act to incorporate "The Canadian Rapid Telegraph Company (Limited)."

An Act respecting certificates to Masters and Mates of Inland and Coasting Ships.

An Act consolidating and amending the several Acts relating to the Militia and Defence of the Dominion of *Canada*.

An Act to amend the Act incorporating the European, American, Canadian and Asiatic Cable Company (Limited), and to change the name thereof to "The American, British and Continental Cable Company (Limited)."

An Act to amend the "Patent Act of 1872."

An Act to consolidate and amend the several Acts respecting the Inland Revenue.

An Act further to amend and to consolidate, as so amended, the several Acts respecting the Public Lands of the Dominion therein mentioned.

An Act to make further provision respecting the Regulation and Collection of tolls on Government timber slides and other works constructed to facilitate the transmission of timber, lumber and saw-logs.

An Act to amend an Act of the present Session, intituled: "An Act to incorporate the Railway Trust and Construction Company of *Canada* (Limited)."

An Act relating to Bills of Exchange and Promissory Notes in the Province of *Prince Edward Island*.

An Act to amend the Law respecting Lotteries.

An Act to make provision for the taking of evidence in relation to criminal matters pending in Courts of Justice in any other of Her Majesty's Dominions or before foreign tribunals.

An Act further to amend "The Interpretation Act."

An Act for granting certain powers to the Canadian Electric Light Company.

An Act to amend the Act Thirty-sixth *Victoria*, Chapter Sixty-two, and the Act Forty-third *Victoria*, Chapter Seventeen, respecting the *Quebec* Harbour.

An Act to amend the Act Thirty-eighth *Victoria*, Chapter Fifty-six, intituled: "An Act respecting the Graving Dock in the Harbour of *Quebec*, and authorizing the raising of a loan in respect thereof."

An Act to make further provision for deepening the Ship Channel of the River *St. Lawrence*, between *Montreal* and *Quebec*.

An Act for authorizing subsidies for the construction of lines of Railway therein mentioned.

An Act to provide for the salaries and superannuation and travelling allowances of certain Judges of certain Provincial Courts.

An Act to provide for advances to be made by the Government of *Canada* to the *Saint John* Bridge and Railway Extension Company.

An Act to amend an Act of the present Session respecting Booms and other works constructed in navigable waters, whether under the authority of Provincial Acts or otherwise.

An Act to extend to *British Columbia* the Act relating to fishing by Foreign Vessels.

An Act respecting the High Court of Justice of *Ontario*.

An Act to amend and consolidate the Acts relating to the superannuation of persons employed in the Civil Service of *Canada*.

An Act to amend the Act Thirty-sixth *Victoria*, Chapter Four, intituled: "An Act to provide for the establishment of the Department of the Interior" and to amend "The Indian Act, 1880."

An Act further to amend the Tariff of Duties of Customs.

An Act to legalize proceedings taken for the naturalization of certain Aliens in the Province of *Manitoba*.

An Act to continue for a limited time the Acts therein mentioned.

An Act to encourage the manufacture of Pig Iron in *Canada*, from Canadian Ore.

An Act to amend and consolidate the Laws relating to Penitentiaries.

An Act respecting the sale of Intoxicating Liquors and the issue of Licenses therefor.

An Act further to amend the Consolidated Railway Act of 1879, and to declare certain lines of Railway to be works for the general advantage of *Canada*.

Then the Honourable the Speaker of the House of Commons addressed His Excellency the Governor General, as followeth:—

MAY IT PLEASE YOUR EXCELLENCY,

The Commons of *Canada* have voted the Supplies required to enable the Government to defray the expenses of the Public Service.

In the name of the Commons, I present to Your Excellency a Bill intituled:— "An Act for granting to Her Majesty certain sums of money required for "defraying certain expenses of the Public Service, for the financial years ending "respectively the 30th June, 1883, and the 30th June, 1884, and for other purposes "relating to the Public Service," to which I humbly request Your Excellency's Assent.

To this Bill the Royal Assent was signified in the following words:—

"In Her Majesty's name, His Excellency the Governor General thanks Her Loyal subjects, accepts their benevolence, and assents to this Bill."

After which His Excellency was pleased to deliver the following Speech to both Houses:—

Honourable Gentlemen of the Senate:

Gentlemen of the House of Commons:

I desire to thank you for the diligence and earnestness with which you have performed your duties during this protracted Session.

The large sums which the buoyant state of the Revenue has enabled you to appropriate in aid of the construction of railways and the great works of internal improvement will be carefully applied and economically expended, and must contribute in a large measure to the prosperity and progress of the Country.

The Dominion Lands Bill, which embodies the results of the experience acquired during the last two years will, it is believed, greatly assist and encourage the settlers now flowing in such unprecedented numbers into *Manitoba* and the *North-West Territories*.

The amendments to the laws respecting the Militia will tend to improve the discipline, training and military education of that invaluable force.

The consolidation and amendment of the Statutes relating to the management of the Customs, while protecting the honest trader against fraudulent and dishonest competitors, will free the commerce of the Country from some of the restraints imposed on it by the previously existing laws.

The readjustment of the Tariff and the reduction of duties on the raw materials used in our manufactures, together with the bounty granted on the production of pig iron, must aid in the further development of Canadian industries.

It is gratifying also to know that the financial position of the Public Treasury has enabled you to lower the pressure of taxation by more than a million of dollars.

The Bill for the regulation of shop, saloon, and tavern licenses must have the effect of preventing the unrestrained sale of intoxicating liquors in every Province of the Dominion, and affords an efficient system for its successful operation freed from the suspicion of political bias or control; while at the same time it will not unduly interfere with the rights of those who had engaged in the trade under the authority of Legislative enactments.

Gentlemen of the House of Commons :

I return you my thanks for the Supplies you have granted for the various public services.

Honourable Gentlemen of the Senate :

Gentlemen of the House Commons :

I desire to thank you for the great honour conferred on me by the presentation of a Joint Address. The Princess and I have both been profoundly touched by your words; and the Message of which you make us the bearers, comes, as we personally know, from a people determined to maintain the Empire.

The severance of my official connection with Canada does not loosen the tie of affection which will ever make me desire to serve this country.

I pray that the prosperity I have seen you enjoy may continue, and that the blessing of God may at all times be yours to strengthen you in Unity and Peace.

Then the Honourable the Speaker of the Senate said :—

Honourable Gentlemen of the Senate :

Gentlemen of the House of Commons :

It is His Excellency the Governor General's will and pleasure that this Parliament be prorogued until Wednesday the Fourth day of July next, to be here holden, and this Parliament is accordingly prorogued until Wednesday, the Fourth day of July next.

LIST OF APPENDICES.

- Appendix No. 1. RAILWAY COMMISSION BILL.—Report of Standing Committee on Railways, Canals and Telegraph Lines, concerning.
- “ “ 2. KING’S COUNTY (P. E. I.) ELECTION CASE.—Report of Standing Committee on Privileges and Elections, concerning.
- “ “ 3. STEAM COMMUNICATION BETWEEN P. E. I. AND THE MAINLAND.—Report of Select Committee on.
- “ “ 4. INTERPROVINCIAL TRADE.—Report of Select Committee on.
- “ “ 5. SALE OF INTOXICATING LIQUORS.—Report of Special Committee on.
- “ “ 6. IMMIGRATION AND COLONIZATION.—Report of Select Standing Committee on.

REPORT.

The Select Standing Committee on Railways, Canals and Telegraph Lines,
beg leave to present the following as their

THIRD REPORT.

Your Committee have had under consideration Bill (No. 3), for constituting a Court of Railway Commissioners for Canada, and to amend "*The Consolidated Railway Act, 1879*," and have agreed to report that the Preamble thereof has not been proven to their satisfaction.

They also submit herewith the Statements made before them for and against the proposed measure.

All which is respectfully submitted.

COMMITTEE ROOM, 3rd April, 1883.

HECTOR L. LANGEVIN,
Chairman.

STATEMENTS REFERRED TO IN THE REPORT.

OTTAWA, 20th March, 1882.

The Railway Committee met.—Sir HECTOR LANGEVIN in the Chair.

Mr. SAMUEL BARKER, General Manager of the Northern & North-Western Railway of Canada, spoke as follows: Mr. Chairman and Gentlemen—I represent one of the small railways, but, for some years, I was connected with the Great Western Railway of Canada. I, therefore, know somewhat of the impression that this Bill made upon those who had the management of that Railway, as well as how it is likely to affect other companies, and I think that without entering into a minute discussion of the provisions of the Bill, I shall be able to show this Committee that there is so little that can be accomplished by the proposed Commission, that if the Court were created now, the county councils, the very people who are most clamorous for the Commission, would probably be the first to seek to put an end to it. The preamble of the Bill states that "it is expedient that a Court shall be established" for the settlement of such matters as are mentioned in it, immediately before the words I have quoted. I have gone through those several matters, and, I think you will find, by the time I have discussed them before you, that there are but few of them that can be dealt with by such a Commission as is contemplated by the Bill.

The first matters referred to in the preamble are the alleged "disputes which frequently arise between municipalities and railway companies, respecting the crossing of roads or streets, and the location of roads and streets across the tracks of railways."

Now, I have had some experience in legal matters connected with railway companies, and I say there is no foundation for the first part of that statement; as to the latter part, that is "the location of roads and streets across the tracks of railways," it is true that in the villages that are springing up throughout the country, people demand new streets, new roads, to be opened across the railways. In almost every case—in every reasonable case—the railway yields to the request, but, so far from this being a question that the Commission could properly handle, it is really one that is being dealt with by the Provincial Legislature, and which can only be dealt with locally. At all events I can say, as to the Province of Ontario, that the question has been taken up there, and that a year ago an Act was passed dealing with this very subject. Under that Act, if a street or drain across a railway is desired, and if the municipality cannot agree with the railway company, it has simply to apply to the Commissioner of Public Works for the Province, who orders, if he sees

fit, that the street, drain or whatever it may be, shall be constructed, and settles summarily all the details relating to it. I do not know that a municipality, perhaps of a village in an outlying portion of the country, would desire that it should be necessary to come down to this Commission for the settlement of a simple question of that kind. Surely it is better that it should be dealt with as a local matter. It seems to me just as much a subject of Provincial jurisdiction as that of taxation, in regard to which the local authorities deal with all railways, whether chartered by the Dominion or by the Provinces. At all events, it has been so dealt with in Ontario, and surely it is a more sensible course than to appoint a Railway Commission here in Ottawa to which an application would have to be made whenever the people of some small village in British Columbia or Nova Scotia might wish to open a road or drain, through the lands of a railway company.

The next matter referred to in the preamble is the "alignment arrangement, disposition, and limitation of tracks within municipalities." I suppose that refers to the alignment of railway tracks along the streets in municipalities.

Every person who knows anything at all about the General Railway Acts, or about the running of lines of railway through towns, is well aware that a railway company, before it can run its track along a street, must apply to the municipality for a by-law permitting it to do so. I have never known an instance in which any reasonable application of a railway company to a municipality for such a purpose has been refused—there has never been any difficulty. On the one hand, a railway company cannot run along a public highway without the express permission of the municipality; and, on the other, the companies have always found the municipal authorities willing to grant every reasonable facility. The preamble states what is incorrect when it says that disputes frequently arise between municipalities and railway companies on this subject.

Then, the next point is that disputes arise "as to the compensation payable by railway companies for lands taken or occupied by them, in which lands such municipalities are interested, or in respect of which they claim compensation." I do not know why that statement was inserted in this Bill. If a railway company takes land from a municipality, it must take it under its ordinary expropriation power, just as it would take it from any individual. If it has to pay compensation to a municipality, it must do so just as it would pay any other proprietor of land. But there is no such difficulty in regard to municipalities,—in fact there is so little land owned by municipalities through which railway companies could build their lines, that it seems almost an absurdity to insert that subject in the preamble as any reason for the passage of the Bill. When railways cross streets, they do so without compensation; that is not the question which is touched upon here. What is raised here is simply the question of compensation to municipal corporations for lands belonging to them, which may be expropriated for railway purposes. I can only say that in some ten or twelve years' experience, I have not known a single case in which the lands of a municipal corporation had to be dealt with in that way.

The Bill also states that "disputes frequently arise respecting by-laws passed by municipalities in aid of railways, and agreements made in relation thereto," and it is proposed that the Railway Commissioners should settle such questions. Now, I do not suppose that even those gentlemen who promote this Bill would wish to deprive municipalities of the right to resort to the ordinary Courts of the country for settlement of questions between them and the railway companies arising out of their contracts. The differences which arise between municipalities and railways about bonuses are generally, if not always, as to whether the company is under the particular circumstances entitled to the bonus or not. I am quite sure the municipalities themselves would not desire to have such questions transferred to the arbitrary and summary decision of a Railway Commission; they would prefer to have their rights determined in the ordinary Courts of the land, as they now are, and the railway companies also would prefer to leave the jurisdiction there.

Then the Bill proposes to create this new Court for the settlement of disputes among the railway companies themselves, and the preamble refers to several par-

particulars in regard to which it says such disputes are frequent. But if the railway companies have disputes which they cannot settle amicably between themselves, or for the adjustment of which the law now makes no provision, how is it that they are not here asking you for this remedy. Surely the parties to the disputes would come to you if it were necessary. Among the matters which it is said are frequently subjects of dispute between the companies, the preamble refers to several things which are now disposed of by the Railway Committee of the Privy Council without cost to the country, and I think, with general satisfaction to the parties concerned. It is true that in any particular case one or other of the companies may not be perfectly satisfied with the decision. It is not easy to satisfy both sides. But on the whole the questions are settled as much to their satisfaction as they would probably be by a Railway Commission. At all events, until the companies complain on that score you may safely assume no great grievance exists.

The preamble next, and lastly, recites that "difficulties have arisen in enforcing the law with reference to the exaction of equal rates." That raises, I think, the main question about which the country is concerned. There is no doubt that that question of equal rates is at the bottom of this agitation, and is really the subject to be discussed in connection with this Bill. Now, I have had from time to time occasion to look into a great many complaints about rates, and I have found them reducible to about four heads. First, there is the trouble that arises out of the discrepancy between the through traffic rates and the local traffic rates. Next, the discrepancy between the ordinary rates and rates to points where water competition comes in. Thirdly, the discrepancy between rates to and from competing points and the rates to or from other points where there is no competition. And lastly, the complaint that railway companies discriminate between persons—that is, that as to the traffic between any two places they do not comply with the law and charge the same rates under the same circumstances to all alike.

I do not suppose it is necessary to inform this Committee that a railway company in Canada has no control over the through rates. Those rates are governed by competition with the railways of the United States. We compete with them for the business, as they compete with each other. If the Canadian railways should refuse to take through traffic at current rates it would go, of course, to the railways on the other side of the line. The only result would be that, however small the profit on the through traffic, that profit would be lost to the Canadian railways, and the army of men now engaged in Canada in handling the business would go to the other side of the line and do the work there. It no doubt looks rather hard upon Canadians that between two points in their own country, a larger sum may be charged for carriage than is paid for, example, for hauling traffic through from Chicago. But how is that to be remedied? If the railway companies in Canada refuse the Chicago traffic, they refuse the small profit it affords. That loss must then be made up out of the local business, in other words, the local rates must be increased. I do not suppose that any gentleman on this Committee believes that the railway companies in Canada could continue to carry on their operations if they were deprived of any portion of their present revenues. There is no species of property in this country which gives so little return to the investor as railway property. I am sure that, taking all the railways of Ontario, the dividends upon their share capital for the last ten years have not averaged one per cent. per annum. If you do not complain—and you surely cannot complain—that they are making too much money now, you must, when you deprive them of any traffic from which they derive a profit, however small, concede their right to make up that loss out of the business that may be left to them.

The same difficulty arises when you come to the rates for lake port points. I see, by the report of the speech of the honorable gentleman who moved this Bill, that he referred to what I supposed to be an instance of this kind, and gave it as an illustration of the grievances he proposes to remove. He referred to a case where some merchandize was brought from Chicago to Belleville, the rate being less, he said, than for similar traffic from Baden in Ontario to Belleville. But the honorable gentleman did not enter into the consideration of the question, whether the rate from

Baden to Belleville was in itself excessive. The complaint was that some one got traffic carried from Chicago for a lower figure (hear, hear). The honorable gentleman says hear, hear. I would ask him how he would enable the Grand Trunk to get a higher rate from Chicago to Belleville than it did get? Would he make them refuse the Chicago traffic? If they should refuse it, would the Baden merchant be willing to have his rate increased towards making good the loss? His particular grievance might thus be removed, but he and the country at large would in the end have to pay for it. My remarks upon the through traffic apply generally to the water competition. Although railways may make a small profit in competition with vessels, it would be simply ruinous to bring all their rates down to the same standard. Making what they can as against the boats, they are so much better able to carry the inland business, and at lower rates, than otherwise they would be obliged to charge. Prevent them carrying in competition with the water, and they must make up the loss elsewhere, leaving the boats, which are not dealt with in this Bill, to make their own terms with their customers.

These then are two of the great grievances which, it is popularly supposed, a Railway Commission will summarily remove.

It is clear, I think, that the Commissioners cannot force up either the through or water rates, and, unless they can do so, how are they to remove the disparity between them and the local rates without reducing the aggregate earnings already so low as to leave little or nothing for those who have invested their money in Canadian Railways.

Then there is the third class of complaints arising out of the difference between competitive and non-competitive rates.

A town by its enterprise secures competition, or from its natural position may have advantages over neighboring places. A railway company must make its rates accordingly. Immediately other places cry out for the same or pro-rata terms. You must carry for us, they say, as you carry for our neighbors. But what would be the result? What town would expend its money in promoting a railway if its neighbors, who, perhaps, refused to contribute, might divide the benefits of it? If competition at one or more points were necessarily to bring down the rates generally, why should railway companies compete at all? A company granting a competitive rate would then necessarily lower its tariff at the other points on its line; there would be the strongest motive against competition, their interest would clearly be to combine and save themselves from the bankruptcy that competition would inevitably bring upon them under such circumstances. When a competitive rate is allowed between two places, say one hundred miles apart, the trader at a non-competitive point will insist that he must be allowed as low or a proportionately lower rate for 90 miles of that distance. He thus demands, practically, the benefit of the competition which a rival town has secured, and if it is not conceded to him he has a grievance which he hopes a Railway Commission will remove. But I submit to the Committee that the question really is whether the tariff between given points is reasonable in itself, and that it would be neither practicable nor wise to make the competitive rates a standard for those which are non-competitive.

But it is said, and this is the fourth and last of the classes into which I have divided the complaints, that between the same points there is discrimination—that one man is allowed, under the same circumstances, more favorable terms than his neighbor.

Now, I have heard a great deal upon that subject, and I have heard many gentlemen in this House discuss it. Upon investigation it would be found there is very little of that kind of thing, much less than is supposed, and that where differences are allowed they are based on grounds well recognized in England and throughout the world. But gentlemen who complain of discrimination imagine that this Railway Commission will deal with their cases, and that instead of an individual having to recover in a Court of law any excessive rates he may have paid, the Commission will settle that for him and everything will go on happily hereafter. Now, a Railway Commission has been in existence in England for a great many years: and the

honorable gentleman who is promoting this Bill knows very well that in England whenever a merchant or manufacturer is aggrieved by discriminatory charges he proceeds, not before the Railway Commission, but in the ordinary Courts of law, to recover the money which has been illegally exacted. The right of every person to have equal rates between the same points and under like circumstances is as clearly part of our statute law to-day as it is the law of England. A man who sends traffic over a railway and finds that his neighbor is getting an undue advantage over him in the matter of rates, can assert his right in the Courts, and if he has paid more than he ought to have been charged, the excess can be recovered. Cases of discrimination occur in England where they have a Railway Commission, but there, as here, the man who fancies himself aggrieved must assert his rights in the ordinary Courts of law. So those who here look to a Commission to settle all their difficulties and disputes with railway companies will find that this Bill cannot give them what they are really expecting from it. The Railway Commissioners in England may settle the railway tariffs as here in Canada they are settled by the Governor in Council, but whether in England or in Canada, if a railway company does not adhere to the tariff, if it unjustly discriminates, the remedy is in the ordinary Courts of law, and there only. The complaint in Canada is not as to the tariffs—no one pretends that railway companies are making excessive profits—but that undue discrimination is made between one trader and another, and it is the popular, though erroneous, belief that a Railway Commission would summarily deal with this and save individuals the trouble and expense of litigation. But when an English merchant asserts and a railway company denies that there has been discrimination contrary to the Statute, their differences can be settled only in the ordinary Courts of the country. Each man must assert his own rights there, as he can do in Canada under the law as it stands to-day.

Part one of this Bill deals mainly with procedure, and I suppose that is a matter we need not go into.

Part two begins with a declaration that railway companies should be able to "vary the tolls upon the railways so as to accommodate them to the circumstances of the traffic, but that such power of varying should not be used for the purpose of prejudicing or favoring particular parties, or for the purpose of collusively and unfairly creating a monopoly, either in the hands of the Company or of any particular parties." "Therefore," it proceeds:—"it shall be lawful for the Company, subject to the provisions and limitations herein, and in their special Act contained, from time to time to alter or vary the tolls by the special Act authorized to be taken, either upon the whole or upon any particular portions of the Railway as they shall think fit." Then follows a proviso to the effect that, the tolls shall be charged equally to all persons under the same circumstances. Now, gentlemen, all that is in substance in our Statute to-day. If you refer to section 17 of the General Railway Act of 1879, and sub-section 6 you will find the law on the subject. The sub-section enacts "that the same tolls shall be payable at the same time and under the same circumstances upon all goods and by all persons, so that no undue advantage, privilege or monopoly may be afforded to any person or class of persons." That is, therefore, already the law of the land. If any one thinks the words in this Bill are preferable, why not propose them simply as an amendment to the General Act—not introduce them here, and so give this Railway Commission Bill the appearance of affording to the public, a protection against undue discrimination which they do not now possess.

Section 28 of the Bill is also an amendment of the General Railway Act, and has nothing to do with the question of Railway Commissioners. It proposes to declare the true meaning of the Act under which agreements are made for the working of two or more railways by a joint Committee. The proposed alterations may or may not be in the public interest, but it has no bearing on the main question we are discussing here. I see, however, that by section 30 it is proposed to give the Railway Commissioners power to confirm such agreements. Now, a Bill was introduced by an Honorable Member to make all such arrangements subject to the approval of the Governor in Council, and the Minister of Railways has promised a measure to that

effect. I do not see that railway companies can object to that, and I am quite sure that the country would prefer to see the power vested in the Government, who are responsible to Parliament rather than in a Commission the members of which would be appointed virtually for life.

The next clause of some importance is No. 32. There is now in the General Act a provision to the same effect except that in this clause there is in some places the word "person" where in the Act the word "Company" is used. The object of that provision of the Act is to afford facilities for the interchange of traffic between railways, and if any change is needed it can be more conveniently and better discussed by itself, as an amendment to the General Railway Act.

Clause 33 and its eleven sub-sections provide for the settlement of those disputes which the preamble asserts are so frequent among Companies, and which it is assumed they are unable to settle among themselves. Now, as I have already said, if a new Court is necessary for the adjustment of these differences between the companies, it is strange we find none of them here to ask for it. There is no doubt that in England this question of the interchange of traffic was one of great difficulty, and railway companies asked for relief. Take the coal business for example. The great companies became directly or indirectly interested in collieries; proprietors of other collieries, upon small lines, found their business hampered and delayed when it reached the great roads—their trucks were not sent forward, and they were treated unfairly in the division of rates. This applied to many other industries. The smaller companies appealed for relief, and they got it. But, in Canada, the position is very different. Rules and regulations applicable to a country like England, and beneficial there, may be harmful here. England has ample business to enable all her railways to pay fair dividends, and she may impose restrictions in the public interest, without materially affecting their revenues. Canadian railways are few in number, and are operated under very different conditions.

Moreover, the companies are aware, that if they refuse each other reasonable arrangements, agitation would soon bring relief, as it did in England. The companies now interchange traffic without the intervention of a Commission, and I take it there is no need to saddle the country with an expensive Court for the settlement of differences between them until they find that they cannot get on without it.

Clause 35 requires the railway companies to keep at their stations the freight tariffs for the carriage of traffic, including any rates charged under a special contract. The General Railway Act already requires the tariffs to be kept at stations. If it is deemed necessary to add the words as to the special contracts that should be considered as an amendment of the existing law, it has nothing to do with the question whether a Court of Railway Commissioners is necessary. I doubt whether it would be practicable at large stations to keep the particulars of all special contracts posted up, and, it certainly is not desirable that Acts of Parliament should impose duties which cannot be complied with.

There are, throughout this Bill, many clauses which are simply amendments or re-enactments of the existing law. I think the larger portion of the Bill consists of such clauses, and their appearance here interferes with the discussion of what is, after all, the main subject before the Committee. I will, therefore, not detain you by going over any more of these clauses.

But I wish to say something more upon the general subject. This question of Railway Commissioners has been discussed a great deal in the State of New York, and, after two or three years of enquiry, the legislature have, at last, appointed a Commission. I have read their Act within a day or two. The Commissioners examine railways and see that they are properly maintained. They also investigate the causes of accidents, and enquire whether the companies comply with their charters, or unjustly discriminate in their charges for services. But the Commissioners are not empowered to exercise any judicial functions. They merely report the results of their enquiries to the Legislature in some matters, and to the Attorney-General in others; and the Act expressly provides that their reports shall not, in any manner, affect the legal rights or obligations of the railway companies. Now, that Act was the result

of long discussion. The objects and operation of the English Acts, the effect upon the carrying trade of the country, the inability to control the competition of a foreign State, the grievances of discrimination, and all the other matters which we hear so much of, were carefully considered, and the only result was the enactment of the provisions I have referred to.

If a Railway Commission were appointed in Canada, how would it deal with such a road as the Canada Southern, which is worked jointly with the Michigan Central, and is controlled by Mr. Vanderbilt? What does it matter to Mr. Vanderbilt how the rates to or from Canadian points are divided? If the Canada Southern must accept a low tariff, there will be so much more in the division for the New York Central or Michigan Central. Allow the Canada Southern more, and its connections, of course, get less, but it is all the same to Mr. Vanderbilt whether the money comes from his New York, his Canadian, or his Michigan line, it all goes into the one pocket. He can, with impunity, offer terms to particular shippers to divert traffic to his lines, and, if the Railway Commission can compel one company to hand over traffic to another, the Canadian business may find its way through New York.

The Ontario and Quebec Railway is now being constructed to form a connection with the Credit Valley line. Is it intended that the Railway Commissioners shall have power to compel the Credit Valley to hand over business to the Grand Trunk at Toronto for Montreal, when its interest would be to send it to its ally the Ontario and Quebec? Shall the Commissioners compel the Credit Valley to receive traffic at Toronto from the Grand Trunk, for points on its line, when its interest requires that the Ontario and Quebec should have the haulage from Montreal? You may say yes, public interest demands it. But then, who would build the Ontario and Quebec under such circumstances? You may say the Commissioners will exercise common sense in dealing with such questions. But, will people invest their money in Canadian railways upon the security of that common sense? I repeat, that laws which are applicable to England, with its fully developed trade and its enormous and profitable railway system, are not likely to be fitted to this country, its trade or its railways.

Then it is proposed to omit the Government railways from the operation of this Bill. They are to be free, but railways in competition with them are to be controlled by the Commissioners. The manager of a Government railway is to be at liberty to do whatever will bring most money to his line, while a Company's manager must obey the orders of Commissioners, a majority of whom are without railway experience. What Company could get capital to carry on its operations under such restrictions?

Then I believe it is not quite clear whether the Canada Pacific Railway Company will come within this Bill. I am told they are indifferent about it and take no interest in the subject. It may be they rely upon a contract with Parliament in which they are protected as to rates, and that if they are prejudiced by any action of the Commissioners, they will look to the country for compensation. However that may be, it will be unjust to subject any of the railways to the control of the Commissioners, unless all are put in the same position.

I regret that I have occupied so much of your time. I have endeavored to show you, that the irritation arising from the disparity between the local tariffs and the rates governed by the American and Lake competition, could not be removed by anything these Commissioners might do, and that it is not possible to satisfy the demands of those who seek equal or *pro-rata* mileage rates under all circumstances, regardless of competitive and other exceptional conditions. The irritation on these points, can only be removed by a little reflection and some reasonable consideration for the position of the carriers. As to the complaints about undue discrimination, I think it is clear, that if wrong is done there is a remedy, and that those who ask for this Commission, do so merely because they believe it would afford a summary jurisdiction for the settlement of their disputes about overcharges; when the fact is, their position in that respect, would not be altered in the slightest degree.

Mr. MACKENZIE—Would you have any objection to deal with one point, that is, the allegation that a general law of the Dominion would control the through freight on the railroads chartered by the Local Houses?

Mr. BARKER—I do not see how this Bill is to affect the business of the local railways unless you commit what will practically be a breach of faith towards the companies created by the Local Legislatures. In the Provinces—certainly in Ontario—there is a General Railway Act, similar to the General Railway Act of the Dominion, and ever since Confederation the Dominion has allowed without question the creation of railway companies by the Provincial Legislatures. In those charters, and in the General Act, there are provisions similar to those in the Dominion Acts, and the Lieutenant-Governor in Council has the power to settle the tolls and rates. Large investments have been made by English people upon the faith of those charters, and now having obtained their money it is proposed to deprive them of their right to have the tolls settled by the Lieutenant-Governor in Council, and to create a Court for that purpose, the members of which will not even be under the control of the local authorities. It may be said that the question of tolls is one of trade and commerce, and so the Dominion of Canada can deal with it, but it was equally a question of trade and commerce when you allowed the companies to be incorporated, when you permitted the authority to settle the tolls and rates for the local railways to be vested in the Lieutenant Governor in Council, and when you obtained the money with which the railways have been built. But the Bill proposes to go beyond the mere settlement of tolls. The Commissioners are to have power to compel the local railways to haul through traffic, to receive and return rolling stock, and, I suppose, to pay for its use, and to give other companies facilities in the lands they have acquired. I do not see what power you have to do all this, or how you can deal with it. In fact, the Bill has been adopted from an Act passed in England, where all the railways, and all the matters dealt with are absolutely within the power of the British Parliament, where there are neither questions of foreign traffic, nor of Provincial charters, or Provincial rights, and the attempt to apply such an Act to the circumstances of this country, is likely to create confusion and infinite trouble.

Mr. JOHN BELL, Counsel for Grand Trunk Railway Company, spoke as follows:—

MR. CHAIRMAN AND GENTLEMEN,—I would much rather have addressed you at another meeting than have risen to discuss this question to-day, because I am suffering from a severe cold which makes it very difficult for me to speak. However, if I go on now you will find it an advantage to yourselves, for I will be compelled to take up much less of your time than I would under other circumstances. In regard to the question of a Railway Commission I do not propose to go over the same ground as that taken by Mr. Barker. At the same time there are some things relating to points to which he has referred which I may probably be allowed to speak upon. With regard to many of the provisions of the Bill, indeed the bulk of them, Mr. Barker has correctly told you they are to be found in the General Railway Law of Canada at the present time. For instance the clause with regard to tolls, so far as the Company's power to raise them and the power to lower them is concerned, is in substance section 17 of the Railway Act of 1879. And I may say, not only will you find that clause there, but if you refer back to the several Railway Acts of Canada passed since 1851, you will find that clause there in substance in each case, and generally in the very words. That clause was referred to by Mr. Barker, it expressly declares that the same rates and tolls shall be payable under like circumstances by all persons, and that no reduction or advance in any tolls shall be made in favor of or against any particular person. This has been the law of the land ever since we have had a Railway Act. And I say that if any advantage is given in any town or in any locality to one man over another, the man who is injured can sue the Company before a court and jury in his own locality, and recover ample damages. Now in regard to the other clauses in the Bill before you about forwarding cars, &c., any one who desires to examine the existing law will find it in the Railway Act of 1879, to which I have referred, at section 25; and again you will find the power proposed to be given to the Commissioners with respect to crossings, &c., are now by sections 48, 49 and 50 of the Act of 1879 vested in the Railway Committee of the Privy Council.

With regard to the traffic arrangements, the existing law differs from this Bill in this, that this Act declares the meaning of the Act now in force to be the opposite of what it has been held to be. Now, as I said before, with reference to the existing legislation, I do not see why the powers now vested in the Governor in Council should be handed over to a Commission. I have been connected with railways for a long time, and have had to do with the Grand Trunk ever since its incorporation. I have had opportunities of observing the working of these things, and hearing of any complaints made with regard to the Grand Trunk for the last thirty years (a portion of the railway was built after and a portion before I became associated with it in 1852.) But in the whole of that time I have never heard of a dispute in connection with the Grand Trunk such as that provided for here, namely, a dispute with regard to crossings. We have never had a single case of that sort with another Company, with the exception of one, and the point then was not as to the terms of the crossing, but whether their charter gave them power to cross at the point desired by the other Company. We were quite willing to settle the terms of crossing provided they had power to cross at the point and by the route they had selected. So that I may say, so far as the quarrels or difficulties of companies are concerned with regard to crossings, I see no reason for establishing the Commission. But the more important part of the measure is that which relates to two subjects, namely: the through business of the companies and their financial matters, and to these two I shall ask your attention to-day; at the same time, I trust that if the Committee adjourns to another day it will indulge me with a second hearing. Now in regard to the through traffic, I may say, that when the Grand Trunk was built, it was built in the expectation that it would be the great Canadian highway for through traffic from the west to the east, and from the east to the west. That expectation it never was able to realize fully until very recently, a few years ago, namely, 1879. With the view to enable the Company to meet the requirements of Canada in this respect the Government bought the Rivière du Loup line, one of the stipulations in the Act authorizing the purchase being that the money realized from the sale should be spent in such a way as the Government of the day might consider most conducive to the public advantage. Chapter eight of the Statute of 1880 confirmed the agreement which was made between the Government and the Grand Trunk for the acquirement by the Government of the Rivière du Loup line, and in that conveyance it is expressly stated "that amongst the purposes which the Government considered will promote the Interests of the Dominion is in the extension either by the building or purchase of an independent line, or of such other arrangements of a permanent character with other companies as will secure free access to and from Chicago, in the State of Illinois, for the through traffic of the Company." The Government purchased the Rivière du Loup line, gave us the money, and bound us by the contract then entered into to establish connection with Chicago by the means I have mentioned. Now, it is a fact that we have established an independent line from Port Huron to Chicago. To do that, the Grand Trunk had to raise large sums of money. Although the amount given for the Rivière du Loup line was a million and a half dollars, we had to acquire many times that amount in order to accomplish the purpose the Government had in view and the purpose we had in view when the arrangement was made. Now, that line is mainly used for through traffic. It is mainly used for giving the Grand Trunk connection with the great centre of the grain and provision trade of the west, namely, Chicago. From that city, largely, we bring down traffic which furnishes at certain seasons of the year the freight of the steamship lines which resort to Montreal and Quebec, and in the winter season to the steam vessels which resort to Boston, Halifax and Portland. And when I state to you as a fact that in order to get those vessels to come there, the Grand Trunk Railway Company have to enter into positive obligations to furnish a certain minimum amount of the freight to the vessels coming to those ports, you will understand how great and important that through traffic is to the commerce of the Dominion; because—and I think I will be borne out by the steamship owners in saying so) if the vessels did not get that freight, or we were

embarrassed or cut off in our endeavors to secure it, the final result would be that they would not come to the extent they now do to Portland, or Quebec, and that our commerce would be very materially damaged. That being the case the railway company is to a very great extent obliged to frame its rates upon two principles. The one is to meet the requirements of the steamship company; the other is to meet the competition by way of New York, Baltimore, Philadelphia and elsewhere.

In speaking of steamship rates, I may just mention here, that in making through traffic rates by way of Portland, Montreal or Boston, as a rule, the rate by way of New York is what governs. If competing lines carrying to New York, Baltimore, or other points (and there are some eight of them) take freight at a certain figure, we must take it at that figure or we cannot get it. The result is that a variety of means have been resorted to with a view to avoid the ruinous competition which sometimes has occurred. And one of those means in this; they classify the freight and fix the rates attached to each class, the companies have to take them on this classification and at these rates. We have to take this freight at the rates fixed; the rate is some times a small one; but if we did not take it at seasons of the year when the freight is low, we would not get it at seasons when the rates are higher. Gentlemen are aware that the local business in Canada comes generally in the spring and fall, and when it comes it comes with a rush. Every man in business in Canada wants to get his stuff carried to market with the utmost possible despatch. I venture to say that there are seasons of the year when the whole rolling stock of Canada is insufficient to meet the requirements of this country alone, if there was no through freight, or something for that rolling stock to do at other seasons, it would have for more than half of the year to be side tracked, the companies could not afford to keep it, and the staff would have to be discharged; then when the periodical rush of business came around again, there would be neither the rolling stock to carry it nor the staff to do the work. To do the local business you must have the cars and you must keep the staff, otherwise you will not have them when they are wanted, and for this purpose you must keep a hold on your through business. Then in regard to the rates by ocean steamships to and from Europe as compared with the rates for local traffic, let me say a word. We are told that the traffic going to, or coming from Liverpool, is taken to or from Montreal, Toronto, Hamilton and London at about the same rate; that is quite true. In many instances it is so, where the rate is a through rate to or from Liverpool, as I have said before, it has to be based upon the New York rate as sent by the New York steamship lines, and they are all competitive with us; they make the rates by New York to and from these several points just about the same, the freight is classified, the difference in distance by way of New York is but a few miles, and if we do not take the business at the New York rate we will not get it at all, and there would be much less return or westward-bound freight for our Canadian ships, and our cars would have to go back comparatively empty. That return traffic is just so much made, because we might as well carry it as run the cars back empty. Any one can see that it would be very unfair to ask that goods should be carried from local points in Canada, say to or from Montreal, to or from Toronto, to or from London, as independent shipments, at just the same rates as that upon which the through freight is carried to or from Liverpool, *via* Montreal. Then there is another thing which I may mention, it is this, that the longer the distance carried is, proportionately the rate is lowered; this is recognized in England even by the Railway Commission as correct; it is recognized every where common carriers carry on business. Then there is another point in regard to this business competition. The through business named is competed for by some seven or eight American lines. It is also competed for during the season of navigation by the River St. Lawrence and the Lakes. This water communication no Commission controls, and there is no attempt made to bring it within the control of this proposed Commission. The water route invariably interferes with railway rates and very often has very serious effect upon them as they can carry cheaper. There are gentlemen in this Committee who know as well as I do (better than I do) that we now have by the lakes and rivers, and the canals, a magnificent line of

communication with Chicago; that this water communication has become a very severe competitor with the railway system, but it is not proposed to control carriers by water. If you are to put us under restrictions what is to become of them? Are they to do as they like? There is such an unfairness in this, that I do not think the point has occurred to the introducer of this Bill. But passing from that I will go to the other question I was going to speak of. But before doing that I will say I have not heard any complaints against the Company I am connected with, except those brought forward as grievances by Mr. McCarthy in his speech, which I heard from the gallery the other day. He spoke of two cases, one from Chicago to Belleville, and one from Baden to Belleville. I would just say in regard to these, in addition to what Mr. Barker has said, that when we speak of through traffic we speak of traffic coming from the Western States to the Eastern States, or to the seaboard on the way to Europe, or from the Eastern States, or from over the sea to the Western States. We also include in it traffic arising in Canada for points out of Canada, and traffic arising out of Canada for points in Canada. Wherever it is carried to or from points in the United States the rates are controlled by the arrangement made by the railway companies forming the through line. Now, in the case of Mr. Livingston, the rate (the period at which it arose being one of exciting and bitter competition amongst the American railway lines) from Chicago to Belleville was about the same as the local rate from Baden to Belleville. Now, the difficulty is to adjust this. In that instance the rate that was charged from Baden to Belleville was the local rate, and I do not know that anybody complained that it was an excessive rate. If anybody does, I can only say in regard to it that the local rates on the Grand Trunk Railway are not within 50 per cent. as high as they were fifteen years ago, and within 50 per cent. of what we are allowed to charge by the tariff sanctioned by the Governor in Council. So far as Mr. Livingston is concerned, I am sure that anything we could have done would have been done to meet his requirements. And I understand that as there is a duty on flax seed, if there was a duty on oil cake, if he had the protection of a duty on oil cake, there would be no ground of complaint in the matter. At all events the Grand Trunk Railway Company heard no complaint from him direct; what I have heard came through Senator Read. The only other case is that of Ogilvy Bros., large millers in Montreal. Some years ago, I think it was before the duty was placed upon grain, they proposed going into the business of grinding foreign grains simply and purely. They proposed to bring the wheat in vessels to Goderich and to erect large mills at Goderich, to grind it there and have the flour go on for shipment to Europe. The Grand Trunk Railway gave them a special rate in order to induce them to establish that industry there, to put these mills there, to bring an industry to Goderich which did not exist at that point, and to foster and encourage the industry. That has been done. But immediately the special rate was given a cry against us was raised in regard to others, millers in the neighborhood, manufacturing flour from home-grown grain only, and shipping it for sale in Montreal and other places. Ogilvy's did not enter into competition with the flour of these millers at all. The local millers did not complain of their rate being too high, but they thought that as Ogilvy had a special rate they should have as low a rate, although the circumstances were not the same. I will leave it to you to say whether, because we reduced the rate in the one instance in order to encourage a new Canadian industry, we should be compelled to reduce it in the other instances I have named, particularly when the local rate was a reasonable one. If so, all I can say is this, the facilities which have been given to develop the manufacturing industries of the country, such as corn mills, cotton mills, and other manufactories, in the shape of sidings, which are put in at less than they cost, and other facilities, will have to be stopped, and I have no hesitation in saying the result will be anything but beneficial to the interests of the country.

Now, one point more, and that is with reference to the financial aspect of the question. I shall say very little to you upon that, further than I have said in the paper you have before you, which I think most of you have read. So far as the through traffic is concerned, the Parliament of Canada unanimously approved of the

course taken in regard to the encouragement of through business, of our going into it, and spending the large sums of money that we did spend. We spent that money upon the faith that the Parliament of Canada had the authority and the power to control our rates. We did upon the faith that we were to be subject in these respects to them. We knew the Railway Committee of the Privy Council was responsible to the Cabinet, the Cabinet to Parliament, and the Parliament to the people. Not only were the Grand Trunk Proprietors willing to put their money into the enterprise on that basis, but others who put their money into the other railways of Canada, did so with the same understanding. Those who are familiar with the floating of securities will agree with me when I say that the legislation upon which an enterprise is based is very closely scanned by investors in Europe, and upon the faith of that legislation the bonds and securities are taken, the money raised, and the roads built. Would it be fair now after the roads are built, after millions on millions have been invested by strangers, to change the legislation upon which these enterprises were entered into? I have heard it said that a great danger with reference to the large railway corporations is, that they overawe the Government, and overawe this House. Now, gentlemen, I deny that. As before juries we do not get any special favors, so before Governments and Parliaments we get no favors beyond what we deserve. But I will put it this way. There are three bodies forming the Government, the Executive, this House, and the other House. I will assume that each of these bodies contains at least one man of common sense; if these three bodies, with three men of common sense, can be overawed or controlled, cannot three men—one of whom only is to be a man of common sense—be over-awed and controlled? If the Government and the two Houses, and three men of common sense, can be controlled, what is to become of this Commission, which is nothing but the creature of the Legislature? Why, the court is not only to have judicial power, it is to have administrative power. It is not only to say what the law is, but to create rates and legislate upon the subject.

I say the carrying trade of Canada is differently situated from that of any country in the world. Why pass such exceptional legislation? As Mr. Blanchard said, when they were discussing a Bill similar to this before a committee of the United States Congress: "If you pass that Bill; if you adopt these methods of dealing with rates, &c., the Grand Trunk Railway and the Canadian through lines will take the traffic, and you will have the ships leaving New York, Boston and elsewhere, empty; you will hurt our commerce and damage the country; you will drive capital away; and you will find that you have made a great mistake." They took his advice and did not pass the Bill.

Gentlemen, I hope you will act similarly and reject the Bill now before you.

Mr. McCARTHY—I would just say this much in regard to the speeches that have been made. This Bill does not propose to interfere with through rates, and all the long speeches we have heard on that subject might as well have been left unsaid. If there is any doubt about that a clause can be inserted removing the doubt. The matter must be discussed from another point of view from that of Montreal being injured or the stuff being sent elsewhere, which has been urged by those who have addressed you.

OTTAWA, 30th March, 1883.

Railway Committee met.—Sir HECTOR LANGEVIN in the Chair.

Mr. DAVID PLEWES, of Brantford, spoke as follows:—

Mr. Chairman and gentlemen of the Committee—I have the honor of presenting to the Railway Committee a Resolution signed by the shippers and business men of the Provinces of Ontario and Quebec. I do not know whether all who were in the

room in which we met this morning signed it or not; but I would just say that a hundred and twenty of the business men and shippers who discussed this matter for about an hour and a-half, or nearly two hours, unanimously passed a resolution, the purport of which is—I will not detain you while I read it—that the Committee of merchants and shippers think it is inexpedient, at this juncture, that the Railway Bill known as Mr. McCarthy's Railway Commission Bill, should pass. Mr. Chairman, I have the honor of presenting you this resolution:—

“That, under present circumstances, the Bill No. 3 in the House of Commons of Canada, respecting a Railway Commission, is, in the opinion of this meeting, injurious to the business and trade of Canada, and should be rejected.”

The following are the names attached to this Resolution:—

- “Montreal—T. W. Henshaw, President Board of Trade; R. Reford & Co., London and Mediterranean Lines; H. R. Ives & Co., H. R. Ives, O. P. Patten.
- “Toronto—Wm. Gooderham, E. Rogers, Stark Bros., W. D. Matthews, S. Rogers, R. Thompson, R. Spratt, Crane & Baird, J. L. Spink, W. P. Howland & Co.
- “Kingston—W. R. McRae, G. Sabre.
- “Morrisburg—H. C. Kennedy, W. Gibson, R. Bradfield, A. G. F. Drew, Wm. Broder, W. Farlinger.
- “Quebec—A. Gravel, Manager St. Lawrence Lumber Co.
- “Brantford—W. Slingsby, J. Osborne, J. N. Peel, W. Buck, G. H. Wilkes, J. H. Stratford, T. Elliott, Geo. Watt, D. Plewes, J. Mann, R. Henry.
- “Hamilton—M. Doolittle, R. Thompson, J. H. Park.
- “London—M. Masurett, J. Marshall, J. D. Sainby.
- “Stratford—C. H. McLaughlin, S. S. Fuller, D. McLennan, H. A. Jamieson,
- “Napanee—H. M. Deroche.
- “Port Perry—A. Ross.
- “Chatham—N. H. Stevens.
- “Mitchell—W. Thompson.
- “Norval—W. Clay, R. Noble.
- “Exeter—W. Fenwick, G. Willis, W. Bissett.
- “Belleville—C. J. Starling, Thomas Kelso, President Board of Trade; C. Wilkins.
- “Prescott—S. J. Boyd, Mayor; E. Smith, J. P. Wisser.
- “Brockville—T. Gilmour, J. M. Cossett.
- “Paris—A. H. Baird.
- “St. Mary's—W. Sommerville, S. Carter.
- “Bowmanville—F. F. McArthur, Mayor.
- “Ingersoll—E. Caswell, C. H. Hawson, J. Podmore.
- “Niagara Falls—H. F. Pierce.
- “Guelph—T. J. Brill.
- “Georgetown—J. R. Barber.
- “Glencee—George Dobie.
- “Mildmay—R. Edmonston, R. Rivers.
- “Clifford—W. D. Williamson.
- “Drayton—Louis A. Noecker.
- “Harriston—W. Hinde.
- “St. Johns—A. DeCelles, C. Cousins, Charles Pearson.
- “Coaticook—W. Sleeper, L. Sleeper.
- “St. Hyacinthe—H. J. Doherty, C. Pagnuelo, P. H. Poyan.
- “Woodstock—H. Parker.
- “Listowel—Wm. Forbes, S. W. Vagem, A. F. Clemin, D. D. Campbell.
- “Gait—H. Hume, R. P. Slater.
- “Cornwall—Flock & VanArsdale, A. P. & L. A. Ross, Flock Bros.
- “Etchemin—Edson, Fitch & Co.
- “Cowansville—G. Nesbitt.
- “Deseronto—H. B. Rathbun & Son.

"Galt—Thos. Todd.

"George A. Philp. Adams, Hackland & Co."

In company with two others, I have been asked to give a few reasons why we object to this Bill. Our reasons are made up of two classes: first, imaginary reasons; secondly, real reasons. We have been told, but I, not being a lawyer, cannot say whether it is correct or not, that, if the Bill does pass, it will only affect those railways that are chartered by the Dominion. Of course those of you who are lawyers will have your own opinions about that. But if that is the case, if it cannot touch the provincial railways, the railways operating under provincial charters, if it cannot touch the Pacific Railway and Intercolonial Railway, the Bill will be entirely useless because it will only touch a part of the disease, if there be a disease, without removing the whole of it. This is among what I may call the imaginary reasons we have for opposing the Bill. But now we get down to the real reasons why we oppose it. While there may have been from time to time sentiments dropped by our shippers and business men expressing their dissatisfaction with the railways of the country, and with the manner in which the companies treat their customers, still, as we look at this Bill from a personal and Dominion standpoint, we fear that the cure it proposes would be far worse than the disease. I will call your attention first to one idea that comes out in the Bill. It is that the Commissioners to be appointed shall not hold any railway stock, or have any money interest in our railway system other than being the paid Commissioners of this Dominion. But there is nothing in the Bill, and I do not know that you would have power to put it in, to prevent them from having stock in any other carrying enterprise. These gentlemen might have a line of boats going right around this country, carrying the products from the far west to the far east. It is a well-known fact that where our interests are thither will we endeavor to throw our influence. Therefore it would be a disastrous thing if any three men had the power to control our railway system, and at the same time had the right to become interested in another system carrying produce in opposition to our railway system. But there is another important point. In the Bill there is a clause whereby a railway company shall not be allowed to change its tender for rates without giving some ten or thirty days notice. I apprehend that is intended to remove the difficulty into which a person would be put when, if exporting a large amount of produce, or bringing a large quantity of goods inward, a railway company knowing that he could not help himself, should pounce down upon him and put up a high rate, notwithstanding that he had entered into the business transaction, and made his arrangements expecting to get the existing low rate. But see how that would operate against the interests of the shippers of Ontario. Rates are made for taking the produce to different shipping ports, and the ships will go to those places where they can get the highest prices. If this Bill passes, the ships going to New York and Boston, knowing the effect of this law, knowing that our railroad tariff is so much to Montreal, and that it cannot be changed in less than from ten to thirty days, will just jump in with a few cents less, and carry the goods. This will deprive us of a large trade. There are four lines running to the seaboard, the Erie Railway, the New York Central Railway, the Hoosac Tunnel Railway, and the Grand Trunk Railway. Between the four we shippers can do better than we can with three. But if this Bill were to pass, it would tie the hands of the Grand Trunk Railway Company, for the other companies would be in a position to do the work just sufficiently low to get the traffic, and the Grand Trunk would not be able to do it any lower. It is my custom in the office, when I have an order for flour for Liverpool, to despatch an enquiry to the various shipping stations on the seaboard, with a view to getting all the quotations to the seaboard, to New York, to Boston, to Portland, and to Montreal—to Montreal in the summer time, Portland being dropped out then. They, knowing the shipping rate, and that under this Bill the Grand Trunk is tied, would carry the produce just so low and no lower, while if we were left to do the best we could with the companies in the business to the

seaboard, we could dicker away with them, screw them down, and the Company that would carry our produce the cheapest, would get the produce to carry. We will assume that the through rate to Glasgow, on flour from Brantford, is 46 cents per hundred, and I could move a large amount of it if I could get it carried for 40 cents; perhaps the other lines would come down to 40 cents, but for ten days the Grand Trunk Railway, under this measure, would not be able to get lower than 46 cents. At the same time if it were not for this Bill, I might offer the Grand Trunk 38 or 38½ cents, with a strong probability that I would get it. Therefore, I say it would be a dangerous experiment to step in between the shipper and the railroad company, and to prevent the former from making the best bargain he can with the Companies to the seaboard. But there is another objection I have to this attempt to cure an evil which appears on the face of it real, but which in the experience of shippers is more imaginary than real. I understand one object of the Bill is to prevent Railway Companies from discriminating between different shippers at the same point, between what may be called the small shipper and the large shipper, and to provide that if the regular rate is 46 cents from any point the Company shall not be allowed to put it at 38, say for any large shipper. This is one of the reforms the Bill is supposed to effect. But let us look at the facts. Only two weeks ago the regular rate on the other side was 47 cents. I had large orders, but it was impossible to move our stock out of the country at that rate. I offered the companies 40 cents, and among the railways that took it was the Grand Trunk. In accepting it the Grand Trunk was acting in the interests of the country. I want to say to you that the country got the benefit of that rate, and that in every instance where a shaving rate is got, the country gets the benefit. I represented thirteen mills in that order, but only one solitary carload went from a mill of my own. There were thirteen mills interested in that low rate, and in every instance the small shipper, through me, got the benefit of that small arranged rate. Therefore, if you step in and endeavour to control the rates we will have to let the Grand Trunk Railway go. We will be sorry for it, and then we will take the other three roads to the seaboard and will endeavour to do the best we can with them competing one against the other. But see how that will work. That will drive our shipments now to foreign ports. Nearly half of the outward shipments now go to foreign ports; and I think we should realize, as citizens of this Dominion, that it is our interest to build up our own shipping ports by reserving to ourselves as much of the shipping trade as possible. If what I have indicated should happen, it would build up Boston and New York and crush Montreal, and if you do not allow us to go through Montreal with outward shipments then the inward shipments will not come that way. If, on the other hand, there is no interference with the shipper, with the lines of railway and with the shipments to the seaboard, then will our inward shipments come that way too. If our outward produce is diverted from Montreal the ships now coming there, as a natural consequence, would have to follow it. They would go to either Boston or New York, where they would get the produce, and the inward freight would of course flow into the country through those ports. These are some of the reasons why we are here to oppose the passage of this Bill. We ask you to consider our interests. Many of us have no American interests. To many of us the ruin of our country would be the ruin of ourselves. If our country with all its interests by your legislation prospers, we prosper with it. But, if by any interference of trade you step in, and in any simple degree touch us, we must suffer. I say I can do better with the railroads than with the Commission. We can get better rates without the interference of the commission. With these remarks I would again press upon you to consider well the representations made by the business men and shippers of Ontario and Quebec.

Mr. THOMAS CRAMP, of Montreal.—Mr. Chairman and gentlemen of the Committee, I have only heard since I came into this Committee that I would be asked to say a few words in regard to this Bill. You will pardon me, therefore, if what I have to say will be the less worthy for that. The last speaker referred very much to the only point I intended to speak upon, that is, the relation of this question to

the shipping interests of Canada with which I am concerned, as representing a large Company, and which, I was glad to hear him say, was felt to be one of the greatest importance to the country. Sir, I had the opportunity of a conference yesterday with Mr. Andrew Allan, representing the Allan line of steamers, and I am charged by him—as he is unable to be here himself—to say, if the opportunity should offer, that he entirely concurs in the most unqualified opposition to this Bill; as it is detrimental in the highest degree to the shipping interests we represent. He looks upon it, and we look upon it, as an interference of the most unfortunate kind. The connection between the shipping interests and the railway interests of the country are most intimate. You cannot touch the one without touching the other; and this measure, if passed, will interfere most seriously with freedom of contract, as well as with the general management of the business affairs of both. It is stated, Mr. Chairman, that through rates are held not to be touched by this Bill; but if so, the Bill must have been very greatly altered. However, I will say at once, that if the system of through rates is to be touched the consequences will be so disastrous to the shipping interests of Canada that the companies will be compelled to consider the advisability of employing their steamers in other parts of the world and of abandoning largely the Canadian trade. Situated as we are geographically, and subject as we are to the active competition of American railways, it is absolutely necessary to preserve our Canadian system from all restrictions and to have it perfectly free to deal with every new phase of business as it arises. But, supposing, as is claimed, the through business is not touched, and the provisions of the Bill apply only to local traffic, it is still a question which largely affects the shipping interests, because the railway companies will be hampered with restrictions that will be very injurious, and will prevent them from giving facilities to carry out special transactions in which merchants are frequently engaged, and which are often of great magnitude and importance. It is a great mistake to suppose that the through business, being done at lower proportionate rates than the local business, injures the local trade. On the contrary, the more frequent passage of trains, and the reduced percentage of expense over a large traffic, enables the railway companies to give greater facilities for transport. The effect of the proposed change will be higher rates of freight without benefit to the railways, and to the loss of all concerned, for increased cost of carriage to market would reduce the net value of the produce to the country. The Bill also provides a system of control which would lead us into every description of embarrassment by reason of the uncertainty on the question of rates, and the great delays which would often occur. The first condition of our business is absolute certainty on the former question in connection with great rapidity of action. We are obliged to transact the greater part of our business by telegraph, and should we be compelled, in making freight arrangements, to await the delays of a Court such as is described in this Bill, the business of our ships would be utterly ruined. I am further satisfied that it would be impossible to obtain in the Dominion of Canada—of course this is a slurring remark to make—three persons possessing the varied and exceptional qualifications required to deal with the important subjects which would come under the notice of the Court: members of that Court would require a rare combination of qualities, and I conceive that if it were possible—and I believe it is impossible—to provide three gentlemen qualified, they would only succeed, if they succeeded in performing any small portion of their duties, in involving the whole trade of the country in inextricable confusion. I do not think it advisable to take up the time of the Committee with any more extended remarks upon the question. I would impress upon you though, that there is a very large amount of Canadian capital involved in this steamship business, and that that property is threatened by this Bill. I will also say we are exposed in Canada to the most peculiar form of competition, unknown in other countries, which renders this Bill peculiarly inopportune. I would further add that the geographical position of Canada is such that the carrying trade in competition with our neighbors is one of the great elements of our prosperity. I trust that before such a Bill as this is allowed to pass it will receive a very great amount of consideration. I hope, though, that it will not meet with your favor at all,

and I speak the sentiments, not only of the shipping interests of Montreal, but of the whole business community of Montreal with which I am well acquainted, when I say there are strong reasons in the public interest why the Bill should not become law.

Mr. ROBERT SPRATT, of Toronto.—Mr. Chairman and Gentlemen, I am perfectly well aware that your time is very fully occupied, and that the shorter time a person takes to address you the better you will be pleased. Mr. Plewes, too, has so completely gone over the whole question, so far as business men are concerned, that he has really left very little for any one else to say on the subject. The railroads of this country, for a great many years, have had tremendous difficulties to encounter, and they must necessarily have made frequently very grave mistakes, and given great dissatisfaction to many people; but those have been caused by various circumstances which it would be quite impossible to explain. The different rates that appear at times so very unfair, are caused by circumstances over which the railroads of this country had no control. It is patent to all business men who are importers, that it frequently happens that their bills of lading are charged certain rates to one point, and are carried immense distances all over the country for the same price. This is simply on account of competition arising from the route from Liverpool, by way of points on the other side—New York, Boston and other places. Consequently our railroads here, as well as our steamships have to carry at lower rates, than they would wish, on account of the competition that arises. That of course affects the people in the East, and causes them to complain. Then, again, in the West the same thing occurs. The railroads in the United States carry their goods and compete with us, and people ship from various points in the West for much less money in proportion than they do from centres further east. The people of this country, of course, have an immense interest in the railroads of this country. An immense amount of capital has been expended on these roads. The greater part of that capital has been foreign capital, but we, of course, take the greatest interest in seeing that these railways are worked properly and to the best advantage. Now, it seems to me, without going into the question of the Bill at all, that the railroads themselves are the best people to work those roads. Their managers are railroad men and are the only people who understand the working of these lines. The running of railroads is a science. It requires a lifetime to understand it, and to select a few commissioners to control our railroads as they are to-day, and as they will be in the future, because our railroad system to-day is only in its infancy, would be equal to appointing new men to manage them. I have been selected by some of my friends here to speak on this occasion. I think, though, they might have selected some person much more competent to do so, such as large manufacturers who could have gone more into detail, and could have brought before you other points than those touched upon to-day. My interests are something like Mr. Plewes's interests; therefore, I only speak from his point of view. Almost everything he has said I entirely concur in, and I do not think it is necessary to occupy your time while I add anything to his remarks. I certainly am opposed to the passage of the Bill.

Mr. ANDREW ROBERTSON, of Montreal.—Mr. Chairman and Gentlemen, I had no expectation that I would be called upon to speak on this subject. I may remark, though, that I quite agree with what has been said by Mr. Cramp in regard to the effect of this Bill upon the shipping interests of Montreal, and the railway interests of the country. It is, to my mind, quite clear that the less interference there is with trade on the part of Parliament, by statute, the better. It is quite true that there has been great discrimination in regard to rates during the past few years. Ever since through bills of lading have been adopted, goods have been carried long distances for a less price proportionately, than for short distances. I have known goods to be sent from Liverpool to Montreal at sixty shillings per ton, while similar goods were carried to Toronto by the same steamer, by way of Montreal, for fifty shillings. Still, that was the fault of competition. Had the steamer not carried the goods to Toronto at

the low rate, they would have gone by way of Boston and New York, instead of coming to Montreal and passing through Canada, and the Canadian carriers would have lost that traffic. The companies, it will be seen, could not make any other rate. It is also quite clear that goods cannot be carried short distances at a *pro-rata* rate, or at a rate proportionate to that charged for long distances. The handling of the goods and the delivery of the goods, is the same for a short distance as for a long one. For instance, if you send goods from Montreal to Lachine, nine miles, the handling is the same as would be necessary if they were sent from Montreal to Toronto, therefore the rate for the long haul cannot be proportionately as large as that for the short. I need not take up your time further discussing the question, as it has been very fully gone over by the previous speakers. I think, however, the Bill, as it proposes to interfere with rates, is a bad one, and the sooner it is rejected the better.

Mr. W. W. OGILVIE, of Montreal.—Mr. Chairman and Gentlemen: Viewing the position of Canada as compared with that of the countries with which we are competing, our country is peculiarly situated with wheat fields lying from five hundred to a thousand miles inland, we are competing with countries whose wheat fields are by the seaboard. Our correspondents on the other side say to us, "Your flour is excellent." Our machinery is better than they have, and I think we work harder in this country than they do, or our produce never could reach them on the other side handicapped as we are with our long inland transportation. We are, Sir, largely interested in mills in Ontario, Quebec and Manitoba. The making of arrangements for carrying of freight with steamship companies and railroads is a matter of daily occurrence with us. In fact, the most important clerk in our establishment is the clerk in charge of the rates. It is a matter of constant competition. I have never known a case where two men similarly situated have not been granted the same privileges by any railway in the Dominion. Our worthy Chairman has gone so fully into the merits of the case that I will not detain you on the merits of the subject. I notice that the promoter of the Bill says that the Bill is not to interfere with through rates. Well, gentlemen, that is a sore thing to me. My opponents in trade in the Dominion of Canada are Americans, who lie west of Chicago. If the Dominion is to be handicapped with this Railway Court, and the through freights from the Western States are not to be interfered with—we are sufficiently handicapped already—it would clean us Canadian millers out altogether. I would say that in Quebec we millers of Ontario are in many cases unknown. It may not be generally known, but it is a fact, that the growing, flourishing little town of St. Hyacinthe in Quebec recently received forty-two cars of flour from Chicago to eighteen from Ontario. Handicap the Canadian Railways a little more, and what would become of the eighteen? Then, in speaking of the Prairie Province, where we are largely interested, and where all true Canadians are guiding our immigrants for the cultivation of wheat, we have there to watch closely that the inland transportation is such that wheat growing will be remunerative to those people. The surplus crop of Manitoba this year has been a little over half a million bushels. We have carried the most of that by the Canada Pacific Railway over American lines through to Montreal, and the East, and thence to Liverpool. I am satisfied that if such a Bill as the one proposed had been in existence not one bushel of that would have gone out of the Prairie Province, and that half million of bushels would have rotted in the hands of the farmers, as a great deal has rotted already. On behalf of the Prairie Province, I hope the gentlemen of this Committee will take the matter into their serious consideration. Do not go away with the idea that there is only the Canadian Pacific Railway in that country; there will always be strong opposition from the east and southern part of that Province. At present our stuff is coming out, and the question will be whether it will come by Thunder Bay or Duluth, while, unless the rate is very low through Canada, it will go by Duluth. The interests, gentlemen, are very great. I notice that the promoter of the Bill said one of the Commissioners should be a lawyer, another should be a railway man, and the other a man of common sense. My sympathies go very largely with the last, because, should he attempt to study out the intricacies of the entire rail-

way business, I am sure he will enter a madhouse very soon. Gentlemen, excuse me for keeping you so long. I hope the Bill will not pass.

Mr. McCARTHY then read the following letter and report:—

“OFFICE OF THE BOARD OF TRADE,
“TORONTO, 29th March, 1883.

“DEAR SIR,—At a very large meeting of the Board, held this day, the report—copy of which I beg herewith to hand you—was adopted by a very considerable majority, and Messrs. R. W. Elliott and Geo. A. Chapman (President of the Toronto Corn Exchange), were appointed delegates to present the said report to the Committee on your Bill. I am instructed to request that you will please advise me by telegram if you desire the presence of the deputation in Ottawa.

“I am, dear Sir,

“Your obedient servant,

(Signed)

“EDGAR A. WILLS,

“Secretary.

“DALTON McCARTHY, Esq.,

“House of Commons, Ottawa.”

“TORONTO BOARD OF TRADE.

“REPORT.

“TORONTO, 28th March, 1883.

“The Council, in accordance with the resolution of the Board of the 26th inst., have considered Mr. McCarthy's Bill No. 3, intituled: ‘An Act for constituting a Court of Railway Commissioners for Canada, and to amend the Consolidated Railway Act, 1879,’ and having given a patient hearing to the gentlemen representing the Railway interests, viz.: Mr. Barker, of the N.R.R., Mr. Wm. Gooderham, and Mr. Earls, beg to report as follows:

“1. That whereas Railways in Canada are public highways, created by the authority of Parliament, aided in their construction with public moneys, and amenable to regulations prescribed in the charters under which they have been built;

“2. And whereas, the operation of railways is in the nature of a trust exercised on behalf of the public on the one hand, and of the investors of private capital on the other:

“3. And whereas, both interests frequently suffer from imprudent and differential rates charged upon passengers and merchandise as between one locality and another;

“4. And whereas, existing means of settling disputes between Railway Companies and the public, and between railway and railway, are so tedious, expensive and uncertain as to threaten the existence of a legion of vested wrongs in connection with our railway system;

“Therefore, this Board re-affirms its resolution of March, 1879, in favour of a Railway Commission, clothed with such full powers as may, in the wisdom of Parliament, seem proper to carry out the purposes set forth in the preamble of Bill No. 3, now before the House of Commons, intituled: ‘An Act for constituting a Court of Railway Commissioners for Canada, and to amend the Consolidated Railway Act, 1879.’

(Signed)

“HENRY W. DARLING,

“President.”

Mr. GEORGE A. CHAPMAN.—Mr. Chairman and gentlemen of the Committee, I came here last night, not so much as a delegate from the Board of Trade, as my colleague, Mr. Elliott, could not get away in time, but as representing the minority of the Corn Exchange, who drew up a petition and asked me to present the memorial that was drawn up by the Committee of Management of the Corn Exchange, to this House. I will just read that memorial to you:—

To Mr. GEO. A. CHAPMAN, President Corn Exchange :

The undersigned members of the Toronto Corn Exchange, approving of the memorial presented to the Corn Exchange by the Committee of Management, desire that you would present the same on their behalf before the Railway Committee at Ottawa, on Friday, the 30th inst.

A. V. LE LAPORTIN & Co.
 J. GOODALL.
 STARK BROS.
 WM. MONTEITH.
 W. H. KNOWLTON.
 JAS. HAMILTON, Port Credit.
 JOHN GORDON.
 JOHN MCGANN.
 JAS. HEWARD.
 J. D. L. ARDLOW.

J. McCUAIG.
 J. B. MCKAY & Co.
 SYLVESTER BROS. & HICKMAN.
 W. RYAN.
 L. COFFIN.
 THOS. FLYNN.
 A. BARCLAY.
 A. M. GODSON.
 ROBINS & BROWN.

To the House of Commons of the Dominion of Canada, in Parliament assembled.

The petition of the undersigned members of the Toronto Corn Exchange Association, humbly sheweth:—

That the Committee of Management of the Corn Exchange, of the City of Toronto, has had under consideration the Bill (No. 3) introduced into the Dominion Parliament by Dalton McCarthy, Esq., the member for North Simcoe, for constituting a Court of Railway Commissioners for Canada, and to amend the Consolidated Railway Act, 1879, and strongly urges the passing of the same with the amendments suggested herein, for the following, among other reasons :

The Committee of Management submits that the object of the Commission is to bring the railroads and the people to a full recognition of each other's rights, legal and equitable.

The railroads have been given franchises of large value by the people, and it is to remedy and prevent the abuses of these franchises that they ask the appointment of a Court of Railway Commissioners.

The City of Toronto has granted large subsidies to the building of various railroads, believing, and expecting by so doing, she would increase her commerce and trade, but as a matter of fact instead of increasing, it has been the means of decreasing it to a very large extent, through the railroads subsidized by her granting rates discriminating against her.

They wish it to be distinctly understood that they have no desire whatever to interfere in any way with any through traffic passing through the Dominion.

They are desirous that the railways should be allowed to charge tolls that will be remunerative to them, but whatever these tolls may be they should not discriminate against places and individuals as they do at the present time.

They would submit that the only way to obviate this, and which would be no injustice to the people or the railroads, would be by compelling them to charge a mileage rate and adding the terminals thereto.

The amendments they would like to see made to the Bill are two, viz. :—

1st. In Section 4 of the Bill, that while providing for two of the Commissioners the appointment of the third one is omitted, and they would submit that the other be one of commercial experience, recommended by the Boards of Trade and Corn

Exchange Associations, etc., of the Dominion, or should it be in existence, by the Dominion Board of Trade.

2nd. Section 42; that it be omitted from the Bill as we cannot see that the Bill will in any way affect contracts and charters entered into by the Government, as we do not ask anything unreasonable, and therefore there should be no objection taken by any railway built for the use of the people.

Wherefore, for these, as well as for other reasons which might be adduced, your petitioners humbly pray that your honorable body will allow the Bill to become law. And your petitioners, as in duty bound, will ever pray, etc., etc.

On behalf of the Toronto Corn Exchange Association.

(Signed) GEO. A. CHAPMAN, *President*.

I would just add a few remarks to what I have just read. In listening to the speakers who have already addressed you, you would imagine that there has been no cause for this Bill, that it is just something visionary on the part of Mr. Dalton McCarthy, but this thing has been agitated for some time by men who have come here to day to oppose it. At all the meetings at which it has been brought up, some of those who have addressed you to-day have always been in favor of the Bill, and why they come to-day here to oppose that Bill I leave you to conjecture. I take it that the Bill is to see that justice is done between man and man, that the Railway companies are not to have their favorites but shall give to one man the same right they give to another. This, I take it, is the main essence of the Bill. I have gone carefully through the Bill. I have asked the opinion of large railway men on the other side with regard to Railway Commissions, and this is what was expressed to me by the manager of the New York Central Railway. It was, that if we could get a commission that is formed and ruled over by men of experience and good faith, we should have no objection whatever to it. We also find in the State of Georgia where a Railway Commission Bill has been working for some time, although the railways opposed it very strongly at the time and raised all the possible objection they could to it, yet, since it has been working, it is a matter of fact that not one case that has come up before that Commission has ever gone into a court of law. It has been settled there and then. I take it that this Railway Commission Court that is asked for in this Bill is a court of arbitration for the speedy settlement of differences between the public and railways. At the present time, as many of us, I suppose all of us, are aware, if an individual has a claim against or a trouble with a railway company, it is almost useless for him to try to stand up for what he considers his rights. He has to submit to it, not as member of a free country, but as a slave. He has to submit to anything they like to put upon him. To give you one or two instances that have come before my notice lately, I will mention one that occurred two or three days ago. I was informed by the freight agent of one of our principal railways that he had granted a rate of 8 cts. a hundred pounds less to one man than to another, because the one man had given him a large quantity and the other a small quantity. Now in this instance the small quantity, I think, would not have been less than a train load, and the large quantity might have consisted of several train loads.

Mr. MACKENZIE.—Who was the man and what road was it?

Mr. MCCARTHY objected to the question.

After some discussion,

The CHAIRMAN said.—My opinion is that this gentleman is not a witness. He has come here to address the Committee with the sanction of the Committee, and, if any statement he makes requires corroboration by the Committee, then that gentleman may be called upon as a witness afterwards and examined either by the Committee or its sub-Committee.

Mr. CHAPMAN.—Mr. Chairman and gentlemen, If I came here to support Mr. McCarthy's Bill by opinions, I think I might just as well have staid away. I came

here to support it by facts, and I am prepared, on oath before a Committee, at any time, to prove everything I state here now. But of a host of cases I could bring before you, I have taken a few that have occurred quite recently, that I am positive and assured of, things that have come under my own notice, and this is one that I spoke to you about a few minutes ago. I contend that, if a railway can carry a train load of goods from one place to another at a certain rate for one man, they should be bound and compelled to carry twenty train loads of goods, for twenty times the price they charge that man, for another man, and that they should not charge the man they are carrying the twenty train loads for a less price than the one they carry the one train load for; because the cost is the same in both instances, and one is as much a part of the people of Canada as the other. I stand under that motto—"Right against Might." "*Dieu et mon droit*" is my motto to-day, and I have stood up for this Railway Commission Bill, and I have suffered heavily for it, because every opportunity the railways have had they have put it to me. There are other things that I would mention; there are parties who have rates given to them to Boston of 29 cts. per 100 pounds, and there are other parties who have rates of 25 cts. per 100 pounds—a difference of 4 cts. per 100 pounds in favor of one rather than the other. There are many other circumstances just like these; but this is the point I want to bring before you, that I come here to strongly support the Bill. I take it, the Bill asks that the railways shall be compelled to deal justly between man and man. They are public highways, and are or should be compelled to carry for one man at the same rate they do for another, provided the cost to them is the same. You might say that we have a recourse now for this. Well, we may, or we may not, have. But the thing is to find out these things. We do not know it until it is too late, until we have lost money, and we have no power to look at their books, and even if we had, and could find out their special rates, what chance have we against a railway company? We take it to one Court, and it goes to another and another, and another, and how is a man of limited means going to fight these strong corporations? Look to-day at the power these railway corporations are getting—the Grand Trunk taking in everything they can lay their hands upon. It is only a matter of time that the whole of the Dominion from the Atlantic to the Pacific will be controlled by two railway monopolies, and probably, if their interests suit, they will amalgamate and make it into one; and then the position will be that we shall be governed by railway kings. The Queen will be no longer at our head, but the railway kings will govern us, and we shall have to do whatever they say. See their power now. We see it here. See the gentlemen they have brought down to Ottawa and paid their expenses. When I come here, I have to pay my own fare. I was asked to come down and fight against this Bill; but no, I have come here to fight for public rights; and I appeal to you, gentlemen, as the conservators of public rights, that you will respect the Bill Mr. McCarthy has brought forward, that you will not listen to these railway magnates, but go through the Bill and see effect given to it to do justice to the public. One of them said: See how little a time this Bill has been here before you, and it took 41 years in England to get a Railway Commission Bill. We must be thankful it did, because this Bill has the benefit of all their thought. Then we have had committees in the different States, and we have the benefit of the thought they have given to this question. But you are not asked to pass this Bill in its entirety, but it is submitted to you that, if there is anything objectionable in it, it should be altered. I contend that those opposed to this Bill should say what it is they object to. The only thing I see that they can object to is because it will compel them to deal with one man as they deal with another. There is another question I will mention, and then I have done. The City of Toronto has made very heavy subsidies to the railways coming in there. She has done it partly by the advice of her own Council, partly by the advice of the Corn Exchanges and the Boards of Trade there. What did they do that for? They did it, believing that, by doing so, they would help the trade and commerce of the city. I will just show you in which way it has turned out. At the present time—I am making a statement, but it is a fact: I am ready to prove it—at the present time one railway, for every bu-hel of grain,

for every 100 lbs. of grain that will pass through Toronto, will give a rate of 9 cts. per 100 lbs. to Toronto, which is as far as they go, but for every 100 lbs. of grain that stops at Toronto, you have to pay 12 cts. a hundred pounds, and if you want to ship that grain through, and it is consigned locally to Toronto by an accident, by a mistake of the shipper, although you transfer it to other cars, they will charge 12 cts., but if you consigned it through they charge you 9 cts. That is what we have got by subsidising railroads. Montreal men may come here and oppose the Bill, and why? Because they do not want this thing looked into. What have they given to these railways? We have granted large sums of money to the railways for a specific purpose, and we have a right that that purpose should be respected. We do not come here in opposition to Montreal. It is, no doubt, our great shipping port. It is what we all look to, and will continue to be, but six months out of the year we cannot get anything out of Montreal, so it is not the only place in Canada. I take it that Toronto is the great centralizing point for all the produce and business of Canada. It is the great centre. Take the great North-West—the Pacific Railway that is going through to British Columbia. If you take the map you see it has to come out at Thunder Bay, and has to come across the lakes and the bays through Toronto before it gets to Montreal. What advantage have we over Montreal? In the summer time we can ship it through Montreal—through the Dominion, but in the winter we can send where we like to all parts of the world. At present by the monopoly of the Grand Trunk we cannot do that. They say it must go through Portland, and the only outlet they give is to Liverpool, and now and then to Glasgow. If we want to ship to France, Italy or Spain, we cannot do it. We must ship the other way. Therefore, I say it is wrong for Montreal to try to concentrate the grain there, because it is not the central point.

Mr. WHITE (Cardwell).—I understand that Mr. Chapman says the roads subsidized by Toronto—I suppose he means the Toronto, Grey & Bruce or the Credit Valley—take the Toronto, Grey & Bruce as an illustration—will grant rates on through grain at nine cents, or on goods per 100 lbs at nine cents, and if the goods are to stop at Toronto will charge twelve cents. What does he mean by that? Does he mean that goods going, say from Owen Sound to Montreal, are given a rate of nine cents, and goods from Owen Sound to Toronto would be charged twelve cents? Is that what I understand? Or is it the proportion?

Mr. CHAPMAN—The proportion.

Mr. WHITE.—Then I understand that is the proportion of the through rate? How does he make it out?

Mr. CHAPMAN.—If you ask a rate they will ask you: "Is it local or for through shipment?" If you say a local rate, they tell you twelve cents. If for through shipment, they say nine cents. You pay the freight in both instances to Toronto and you get your through bill from Toronto.

Mr. WHITE.—Then the shipper in Owen Sound, sending grain to Montreal or Quebec will, in consequence of this, get a rate of nine cents, whereas if he gets it off at Toronto and sends by the United States he will have to pay twelve cents?

Mr. CHAPMAN.—The through rate is not for Montreal. The rate I am referring to now is for through shipment to England. I am speaking of a thing which happened quite recently, and, of course, the only shipment now is by New York or Boston.

Sir CHARLES TUPPER.—I understand Mr. Chapman to take the ground that certain parties are favored by differential rates, that parties under the same circumstances between the same points are charged at different rates.

Mr. CHAPMAN.—Yes.

A discussion followed.

MR. W. D. MATTHEWS—Mr Chairman and gentlemen of the Committee, I have the honor to be appointed by the Corn Exchange to represent them before the Committee on this occasion. I hand you a copy of the resolution which has been placed in my hands for presentation :

OFFICE OF THE CORN EXCHANGE ASSOCIATION,
TORONTO, 28th March, 1883.

To the Railway Committee of the House of Commons, Ottawa.

At a general meeting of the Toronto Corn Exchange Association, held in their rooms, on Thursday, the 27th inst., it was moved, seconded and carried :

“That Messrs. Tilley, Carruthers and W. D. Matthews, sen., be a Committee to go to Ottawa on the behalf of the Toronto Corn Exchange, and appear before the Railway Committee at their next meeting to oppose the passage of the Bill now before the House for the appointment of Commissioners.”

By Order,
(Signed) EDGAR A. WILLS,
Secretary.

I have listened with a great deal of interest to the various speakers who have addressed you on this most important question. I fully concur in all that is said by my friend, Mr. Plewes, as Chairman of the deputation from the west, and can corroborate his statements in regard to the treatment of the roads to the public in carrying large amounts of freight. It is not necessary for me to go into detail and to go over the same ground that he has taken in this matter, as it would be only a repetition and taking up your time unnecessarily, but I would say in commencement that the Corn Exchange sent out their notices, and we had the largest representation that I have seen for a long time, and the matter was pretty fully discussed before the Corn Exchange, who came to the conclusion to oppose this Bill. This was carried, and a deputation was appointed to come down and represent it to this Committee. Since this deputation has left it seems that the minority or a part of the Committee of the Corn Exchange, have constituted themselves a Committee to come down here to favor the passage of this Bill. I would only say that some of the most influential members of that Committee of the Corn Exchange are down on this deputation, and were not present to discuss this matter, or I think it never would have occurred that they would have sent down a deputation from the minority after passing a resolution to send down a committee to represent them. Mr. Chapman has seen fit to make some very startling assertions here to-day. Whether they can be all corroborated or carried out—I should be very loath to say they could not, because I would not suppose he would make such statements unless he is prepared to fetch forward the evidence to prove them. But I, as a large shipper of produce from the west, must say I have never seen any such discrimination by the railways carrying our freight. We have occasion to deal very largely with the railways. We have seen this, that, where we have grain situated all over that Upper Province in different localities, sometimes forty, fifty or a hundred miles apart, we have made special rates with them to take from all these parts for through shipment to Europe, and they have given us one special rate, taking from all these points, and, if we could not have made that rate, it would not have been possible to move the stuff at all. We could not have done it, because we must wait till navigation opened to forward it to the water to get it out or sustain a great loss by it. We have been enabled in that way to move our produce during the winter season, and to prevent its accumulating so much as we used to be in the habit of doing. I take it that a railway feels, the same as any other individual, that they have a perfect right, if a man is able to give them 100 or 500 cars of stuff to move in a given time—within ten or fifteen days—to give that man a special rate to take that stuff through. We generally get a special rate clear through, including the boat and the railway freight together. Whether they get the full rate themselves and the boat stands the whole of the loss that might occur,

I am not able to say, nor does it matter as far as we are concerned. There has been reference here to-day—in that Bill which we find before us, there is a clause that the railway should give from ten to thirty days' notice of a change of their rates. I want to say to this Committee that such a thing would be an impossibility.

Mr. McCARTHY.—Which clause ?

Mr. MATTHEWS.—It has been referred to as a clause in the Bill as to the change in the rates, that they would have to give ten or thirty days' notice.

Mr. McCARTHY.—Only of an increase.

Mr. MATTHEWS.—I supposed it operated both ways, but still at the same time it is sufficient for our purpose. We are well aware, as business men, that we have a rival line to the seaboard and the old country through the United States, and they are prepared at all times to make rates for us when we ask them, and we ask our own road to give us rates at the same time, and it often occurs that, by an hour's delay in giving an answer to our enquiry, they would lose it altogether, because those roads are ready on the spur, they will give you a rate in ten minutes, what they will take it to New York and put it on board the boat for, for you to go to Liverpool, and therefore our roads would be at a great disadvantage if they had to wait a few days before they could give a through rate. There is another point. It has been remarked by Mr. Chapman, who made the allusion to train loads. I think it would be more proper to talk about the train loads and ship loads. A train, usually in the winter season, of fifteen or twenty cars would be what we call a train load, but there is a ship load to be provided of perhaps 60,000, 70,000 or 80,000 bushels of grain, and the railways give a rate of freight on that ship load. They say: you have the freight and we want to load this boat in such a time, and if you give us enough freight to load that boat by such a day, we will give you such a rate to take it from your different points; and we avail ourselves of that, and by that means we are able to give to our own local roads the freight which would otherwise go the other way. Mr. Chapman has not made any allusion as a delegate appointed by the Board of Trade to come here and represent them, but, as Mr. Elliott is expected to follow him, I want to say a few words in regard to the Board of Trade. We met on the Board of Trade a few days ago and it was decided unanimously that there was not enough light before the Board to decide whether they would support this Bill or not, and it was moved in adjournment that copies of the Bill be furnished to all the members of the Board of Trade and a meeting called subsequently to consider it. From some cause or other—I do not know what, I was away down here—they held their meeting in the afternoon and I left in the morning—the Board of Trade has met, and I understand from some of the friends who have come down that the Board of Trade have decided unanimously to send a deputation here to support this Bill. I enquired of them how many were at the meeting that day, and one of them told me he thought there were not over nineteen or twenty at that meeting, and the Board of Trade, if I recollect right—I will not be sure of the figures—is composed of 120 members, and why the large majority of the members were not there present—whether they thought it was a foregone conclusion that the Bill would not pass in its present state, and it was no use their paying much attention to it or some other cause—there were only a very few of the Board of Trade present at their meeting yesterday. I think it is unnecessary for me to say more to the Committee to-day, and with these few remarks I would beg leave to say that, as far as I am aware, the business men, the shippers, are entirely opposed to the passage of such a Bill as is now before the Committee.

Mr. PLEWES was again heard. He said: Mr. Chapman, very properly on his side, has brought before you these discriminating rates against Toronto, where stuff will be shipped to Toronto only for 12 cts., and on a through rate bill for 9 cts. These are facts, but, in considering the Bill, we want you to remember the interests of the western men, not the interests of Toronto. I represent a large constituency of farmers behind us. I am a shipper on these local roads, and also a through

shipper, and in nearly all the instances—and I think Mr. Chapman will bear me out—of through shipment from these local roads, the through lines, either the Southern on the one hand or the Grand Trunk on the other, send their own cars up these local roads to get these through shipments, and you will remember that this low through rate applies where the through roads supply the local roads with cars. But where the 12 cts. is charged, then the local road has to supply its own cars, and I hope you will see the difference between the two.

Mr. CHAPMAN.—I differ with what Mr. Plewes has just said. They charge just the same when they go through in their own cars, and the argument will work both ways. If they can carry the grain for through shipment for 9 cts., why should they charge the farmers 12 cts. when it goes locally.

OTTAWA, 3rd April, 1883.

The Railway Committee met.—Sir HECTOR LANGEVIN in the Chair.

Mr. R. W. ELLIOTT spoke as follows:—

Sir Hector Langevin and hon. gentlemen of the Railway Committee of the House of Commons, I am deputed, by the Board of Trade of Toronto, to present this matter to you. It will be in your memory, and that of your colleague, Sir Charles Tupper, that, four years ago, I appeared before the Railway Committee of the Privy Council in regard to this matter, and at the suggestion of the leader of the Government, I prepared a short memorandum which was in print, I think. If I may be allowed to occupy but a very short time, I shall do it by recalling the history of this measure. In England, which is very conservative of the interests of capital and of vested interests, the Railway Commission has been in force for some years. It originated in an Act called the "Railways and Canals Traffic Act of 1854." This Bill contains provisions that are in almost all our charters in Canada, but it was found to be inoperative for want of power on the part of the Courts to enforce it, want of time to make the investigations into complaints; and, in 1874, a Commission, which had sat under one Government, reported by Bill to the next Government, and it was passed into what is known as the "Railway Commission Act of 1874." It continued for five years, and, in 1879, Lord Beaconsfield's Government continued it in force for three years. The Bill has met the unqualified approval of the mercantile community in England, and it is beyond doubt that it has not depreciated the value of any railway share or any railway security. It has prevented a great many wrongs from being perpetrated, as well as corrected very many wrongs. I venture to read to you a portion of the report of the 20th annual meeting of the Association of Chambers of Commerce in England,

"Railway Commission."

"The late period of the Session at which the Bill for the re-appointment of the Railway Commission was introduced prevented anything more being done than the renewal of the Commission for three years. The action of the Commission has been so beneficial that the Council would gladly have seen it made permanent and its powers greatly extended. At present the Commission is the only power which is able to protect in any degree the interests of traders and of the general public when neglected or over-riden by the railway authorities. The object has assumed ten-fold importance since the recent decision of the Queen's Bench, which unless reversed on appeal, will greatly curtail the powers which the Railway Commissioners have hitherto so usefully exercised in the interest of the public. The Association has already, in its representations to Her Majesty's Government, asked for a definition of

what was meant in the Act appointing the Commission by 'reasonable facilities. The Court of Queen's Bench has limited its meaning to its narrowest sense. If that decision should be upheld, legislation will become imperatively necessary, not merely to confer the powers which till now it was supposed the Railway Commission possessed, but to extend them in the direction necessary for the public interest."

That is in the Report of the Council. In the proceedings, a resolution was carried to this effect:—

"Moved by Mr. J. S. Wright (Birmingham), and seconded by Mr. Clark (Wolverhampton):"—

"That the action of the Railway Commissioners' Court having given general satisfaction, Her Majesty's Government be memorialized to make the Commission permanent with extended powers, especially with reference (1) To unreasonable rates. (2) The adoption of Clearing House classification of goods, and adaptation of the present statutory rates thereto. (3) The requiring of the submitting for approval to the Railway Commissioners of such revised rates. (4) The publication at every station or wharf of all rates therefrom. (5) The making compulsory the giving of through rates on the application of individuals using the lines. (6) The giving Chambers of Commerce incorporated under the Companies Act, 1862, a *locus standi* before the Commissioners. (i) The affording of more reasonable facilities for bringing forward complaints of contravention of the Railway and Canal Traffic Acts before the Commissioners. That a deputation from this Association be appointed to wait upon the Board of Trade to urge the desirability of the Government supporting the proposals contained in this resolution."

I have also here the Report of the Select Committee on Railways (Rates and Fares) with the proceedings of the Committee. This is "Ordered by the House of Commons to be printed 27th July, 1882." The general conclusions that the Committee came to were these:—

"1. That Chambers of Commerce and of Agriculture, as well as other similar associations of traders or agriculturists, have a *locus standi* before the Railway Commission on a certificate of the Board of Trade that they are a *bonâ fide* Association.

"2. That one uniform classification of goods be adopted over the whole railway system.

"3. 'Terminal' charges to be recognized, but subject to publication by companies, and, in case of challenge, to sanction by Railway Commission.

"4. That on application by a railway undertaking for Parliamentary powers, attention should be directed by some public authority to the proposed, and in the case of an existing company, to the existing rates or fares, with a view to their consideration by the Committee; and that persons affected by such rates or fares should have a *locus standi* before such Committee.

"5. That Parliament do not sanction any further control, direct or indirect, of canal navigation by a railway company.

"6. That the Railway Commission be made permanent, and a Court of Record.

"7. That the powers and jurisdiction of the Railway Commission be extended to cover—

"(a.) All questions arising under the special Acts or the public Statutes for regulating railway or canal traffic, affecting passengers or goods.

"(b.) The making of orders which may necessitate the co-operation of two or more railway or canal companies within the statutory obligations of the companies.

"(c.) Power to order through rates on the application of traders, but no such order to impose on a railway company a rate lower than the lowest rate of such railway company for similar articles under similar circumstances.

"(d.) The revision of traffic agreements, both of railways and canals, in as large a measure as the powers formerly exercised by the Board of Trade.

"(e.) The granting of damages and redress for illegal charges and undue preferences.

"(f.) The Commissioners to have power, on the joint application of parties, to act as referees in rating appeals.

"8. That the Railway Commissioners should deliver separate judgments when not unanimous.

"9. One appeal to be granted as of right from the judgment of the Commission, and 'prohibition' as well as 'certiorari' to be forbidden.

"10. High Court of Justice to have power to refer to Railway Commission cases which involve questions under the Railway and Canal Traffic Acts."

Now, Sir, of course, considering that in this country there are some \$375,000,000 of capital employed in railways, the question is one of very great and grave importance. If it is necessary to have Marine Courts, I think it is doubly necessary to have Railway Courts. They touch the people so much more constantly, and raise from the people revenues in excess of all other revenues raised by municipal governments or by the general government, and it is fortunate for this country that you are able to work in the full light of precedent and experience in this matter. You have not to go by painful and slow steps to work. You have the experience, not only of Great Britain, but of seventeen States of the Union that have adopted Railway Commissions.

The Select Committee of the House of Assembly in the State of New York report that "Railway corporations are organized primarily for the benefit of the people of the State, and the pecuniary consideration is secondary, but necessary to induce the citizens of the State to assume the performance of the duty of the State." They report also that "The charge that the railroads of this State discriminate against the citizens of the State, and in favor of western and foreign producers, is fully proven by the evidence taken. The charge that they discriminate against certain localities in the State as compared with others is fully proven. The charge that they discriminate in favor of certain individuals as compared with others in the same locality is fully proven. The Committee, however, strenuously endeavoring so to do, have failed to elicit any principle, rule, criterion or limitation, in accordance with which special rates are given. We were told that special rates were given when the articles could not bear the tariff rate. Volume does not control, nor regularity of shipment, for special rates are given on single shipment and, on parcels as well as on car or train loads." Now, when it is a matter of public notoriety that the same evil exists in this country, we must, I think, come to the conclusion that the same remedy should be applied. I defy any manager of a railway to get up here and say that he has carried out the provision of his charter, that he has not continuously, consciously, and constantly contravened the express provisions of the law, and such a state of affairs is not in the general interest. On the one hand the property in railways should be protected, and on the other hand the rights of the people should be protected. You have had here large deputations upon this question, you have had from these speeches, but I am reminded of a trial of which I witnessed the closing scene in New York, a *cause célèbre*, where David Dudley Field got up to address the Court. He said—"The counsel for the prosecution has examined 125 witnesses and has spoken to you for three hours and a-half. I have examined three witnesses and shall speak for half an hour, and my first observation is that evidence should be weighed and not counted." It is not the bulk of deputations that goes to make the principle; and I am quite certain that this committee will stand, as it should do, firm in protecting the rights of the people.

Mr. BELL was again heard, and said :

I merely want to read a letter. I will not say a word on it further than this: Mr. Chapman the other day mentioned that an officer of one of the railways in Toronto had told him certain things in regard to rates—that, at the same time, two persons, under similar circumstances, were having different rates. Now, Mr. Earls, the general freight agent of the Grand Trunk in Toronto, is the person, I presume, referred to, and on application to him asking the facts, he has sent me a letter. He refers to a letter Mr. Chapman has published in one of the Toronto papers, and had evidently written this letter before hearing from me. I put in the whole letter.

"Mr. Chapman and the Railway Commission Bill."

"GRAND TRUNK RAILWAY OF CANADA,
ASSISTANT GENERAL FREIGHT AGENT'S OFFICE,
TORONTO, 31st March, 1883.

"To the Editor '*Mail*.'

"DEAR SIR,—My attention has been called to Mr. George A. Chapman's letter in your issue of March 29th.

With your kind permission I desire to say a few words on the so-called instances of unfairness attributed to me.

1st. That one shipper was granted a rate of 8 cents per 100 lbs. less than another shipper, under similar circumstances (except quantity), is not the case, and I could not so have informed Mr. Chapman. I recollect Mr. Chapman stating in a general way that one shipper was forwarding grain at a less rate than another and it was admitted to be the case; no explanation being asked or given, the conversation being informal and general, and not having relation to any particular transaction. The explanation is easy:—Five or six weeks ago the grain markets of Ontario and Liverpool being steady, large sales were made and ocean steamship space engaged when ocean freights were averaging 6d. sterling, equal to about 20 cents per 100 lbs.; two or three weeks later European markets weakened, ocean freights ran down to 3d. and even as low as 2d., or say 8 cents to 11 cents per 100 lbs. At that time other sales were made, and ocean steamship space secured at through rates to Europe necessarily very much lower than contracted for sometime ago. The first contracts made were not all shipped out before the grain on the lower contracts began to move, hence as a matter of fact two shippers might be forwarding grain from the same point to Liverpool or Glasgow at totally different through rates; or, for that matter, one shipper might be doing so. Every grain merchant in the country will bear me out in saying that in transactions of this kind the general result is that the operator who buys here and ships to England on through rates obtainable now (when they are low) is no better off, as to profit, than the shipper who bought and sold a month or more ago when through freights were considerably higher. Mr. Chapman could not have given the matter consideration, nor had the facts before him, or he would not have written what he did on the subject. I also observe that before the Railway Committee at Ottawa on Friday last, he repeated the statement about this 8 cents per 100 lbs. difference, and there sought to convince the Committee that it was an actual case of discrimination in which he was interested, and with which he was fully acquitted. How far he was right the above explanation will show.

2nd. Mr. Chapman has always been quoted equal rates with other shippers, under the same circumstances. Once or twice this winter, when he asked for rates, I informed him the steamship space was filled for some time, and I could not promise prompt shipment; but in no case, to my recollection, this winter, has he really offered me any specific quantity of grain for Europe, at current going figures.

3rd. As to various rates for quantity—it is well known in the grain trade that a less than bin lot of special quality has to be stopped somewhere, elevated and bagged before shipment, and that such lots cannot be carried across sea as cheaply as cargo lots in bulk.

4th. As to supply of cars—for various reasons the railway could not control, the supply has not been equal to the demand this winter; orders have been in for weeks before they could be filled. When suitable cars came the oldest orders were first attended to, and if, at any time, other shippers were given cars before Mr. Chapman, it was because the other shippers had their orders in previously. In no case have empty foreign cars been in Toronto, not previously under engagement, and refused to Mr. Chapman. I am very sorry for the mythical and ungenerous opinions Mr. Chapman is pleased to express about those in charge of railway affairs in Toronto; but on behalf of the Grand Trunk Railway generally, and myself person-

ally, I beg to assure that gentleman that it has been, and will be, our pleasure to carry all the grain or other traffic he wishes to ship, and to furnish the same facilities, and give the same rates, as to any and all others in the same business, and under the same conditions and circumstances.

I am, yours faithfully,

(Signed) JNO. EARLS

Assistant General Freight Agent, G. T. R.

Mr. CHAPMAN.—Mr. Chairman and Gentlemen, what I gave you before the Committee in the House of Commons were the very words I had from Mr. Earls—now the name has come out there is no secret in it. He spoke to me quite unasked for on my part, but he was doing it in a sort of bravado, that he had granted—I give you his own words; you can draw your own conclusions—a rate of 8c. per 100 lbs. less to one party than to another, that he had given one party a rate in the afternoon, and next day had given the other party the less rate of 8c. per 100 lbs. He did not state anything about quantities to me one way or the other, but I presumed that, as there was a difference in the rate, there was also a large difference in the quantity. As a matter of fact, when parties asked for through rates, they seldom if ever ask for less than twenty cars—a thousand quarters—which is the smallest quantity usually sold to go to England or the continent. Twenty cars would be a train load, and, as I held that day and hold again to-day, anyone of the public should be entitled, if he gives a Railway Company a train load of grain, to have it carried at the same rate that he would carry forty train loads for, for another party. In confirmation of what I said before, and in contradiction of what Mr. Earls says in that letter, I would say I have applied to Mr. Earls for rates this winter, and have bought grain of other parties, and have had to get those parties to ship it in their name because they could get lower rates from Mr. Earls than I could obtain. This discrimination is unjust, and this is the oppression exercised by the Railway Companies when they have it in their power; and I take it, this Bill which Mr. McCarthy has brought before the House, is a Bill to see that justice shall be done between every man. The railways are responsible to a certain extent. They have had large privileges granted to them. They are public carriers, and I think, if they should be compelled in the United States and in Eng-

land—

Mr. MACKENZIE.—That is entering into the merits of the Bill.

The CHAIRMAN.—I think you must confine yourself to an answer on the point raised by Mr. Bell.

Mr. CHAPMAN.—It is only to show you that, in identical quantities, where other parties have shipped for me, they have been able to get lower rates than I have. I am not speaking only of myself, but I know of other parties who are in the same position. They have to use others' names to get the same privileges which are granted those others.

Mr. ABBOTT.—Are these rates to England, or only over the Grand Trunk?

Mr. CHAPMAN.—I am speaking of both.

Mr. ABBOTT.—The 8c. rate?

Mr. CHAPMAN.—I understand it was a rate to England.

Mr. WILLIAM GOODERHAM.—Mr. Chairman and Gentlemen, I attended the Board meeting of the Board of Trade, where this Bill was to be discussed, and, after talking the matter over informally, I seconded the following amendment to an amendment:—“Moved by Mr. Wm. Thomson, seconded by myself, that, inasmuch as the Bill proposed by Mr. McCarthy, in regard to the appointment of a Railway Commission, contains clauses that might be prejudicial to existing interests, be it resolved—Until this Board have an extended opportunity of considering fully the provisions of said Bill, it is unadvisable in the meantime to take any decided action thereon.” That was the amendment to the amendment. It was voted upon, and there were

twenty gentlemen present. The membership of the Board of Trade is about 170. Ten of them voted "yea" and ten "nay," and the matter was decided against us simply by the Chairman. So that gives you an idea of whether Mr. Elliott and Mr. Chapman represent the Board of Trade. The fact is, they did not take such a very deep interest in this matter. With your permission I will say that I represent perhaps the largest shipping firm, or one of them, in this country, Gooderham & Worts. We have had very extended railway business relations, ever since railways were built in this country, over the Northern, Great Western and Grand Trunk, and various other railways. We have never had a dispute in the many years, notwithstanding the large business we have done shipping the enormous quantity of grain we do from Chicago and other points, and distributing spirits all over the country from Winnipeg to Halifax.

Mr. MACKENZIE.—It is a spiritual influence.

Mr. GOODERHAM.—Yes, Sir; and in receiving packages back, we have never had a dispute with any railway or a lawsuit. During all that period we have always been met fairly and reasonably, and there has been every disposition on the part of the various railways to treat us properly. I myself have been the manager of a railway for a good many years, and I do not think that we had a lawsuit a year. I think we have not had on the Toronto and Nipissing Railway and its connections, over 120 miles, during the ten or twelve years I was Managing Director of that road—I do not think we averaged a lawsuit a year, and I am quite satisfied that the average complaints against railways are not greater than the average complaints against merchants. I may say, in this railway connection, that our firm own \$1,500,000 worth of railway bonds in this country, and we feel, if this Railway Bill was passed, it would materially injure that security, that vested right. I have heard all that has been said by both sides on this question, and have read all that has been written on this matter. I have made some enquiry into the working of the Commission in England and the United States, and I am perfectly sure it would be a great mistake if this or any other Commission purporting to do what they propose to do was passed. I think that Bill is inquisitorial in the extreme. I think it would be just as fair, reasonable and right to form a Commission to tell the dry goods merchants what they should do, and I hope and believe the good sense of this Committee will throw it out.

Mr. ORTON.—Has Mr. Gooderham ever received rebates from railway companies for freight he has shipped?

Mr. GOODERHAM.—I do not think we ever did as a firm. I think we made a straight rate and stuck to it. I do not think on our books you would see a single rebate, and that represents the business ever since the railways were built in this country.

Mr. ORTON.—Have you ever known rebates to be given, in your experience?

Mr. GOODERHAM. I have heard of low rates, but of my own personal knowledge I do not know.

Mr. ORTON.—Rebates on freight rates?

Mr. GOODERHAM.—Special rates are given all the time. Mr. Chapman speaks of shipping flour in other people's names. Do you know why they do that? They find out if people make themselves officious and disagreeable, as some people do—very bumptious, and not content to be treated as other people are—then they go to some other man who conducts his business properly and has a lower rate—a special rate—given under similar circumstances to that explained in the letter read by Mr. Bell. People ship and take advantage of other people's contracts in that way; I have known that to be done.

Mr. ORTON.—He states that certain individuals he knows do get favours granted them by railway companies.

Mr. GOODERHAM.—I do not say any such thing.

Mr. ORTON.—I think his statement tended in that direction. If certain individuals behaved in a respectful and quiet manner to railway companies, they did get low rates.

Mr. GOODERHAM.—No, Sir, that is not what I said.

Mr. ORTON.—I have listened to a great many arguments for and against this Bill, and I must say that some on both sides have been very forcible indeed. I believe that our railway interests should be encouraged, in every legitimate way, by Parliament and by the Government. At the same time I must say, that there are such grave and serious wrongs done to the people of Canada through the operations of our railway companies, that a Railway Commission is imperatively necessary in the interests of the community. I would just refer you to the through rates given for farm produce as compared with the rates given for local products going from one portion of our Province to another. It is a well-known fact that the produce of the Western States is carried to the Lower Provinces at a rate lower than that charged upon the produce of the Canadian people. In order to substantiate that, I will just mention to you what occurred last fall. Last fall the rate between Detroit and Boston was 14 cts. per barrel cheaper than the rate from Guelph, in my county, and 20 cts. cheaper than from Chatham; and Chatham millers actually shipped their flour to Detroit at the local rate, and reshipped it there, clearing a nice profit in the transaction. That, of course, refers to flour forwarded to the Maritime Provinces. Now, Sir, I think this is a great and a gross wrong. If I understand why we aid railways, it is in order that they may become public carriers, not for a foreign country, but for our own country, and their duty is to attend to the local traffic—the traffic of our own people. No one can object to their carrying products from one foreign country to another outside country, and I do not think Mr. McCarthy, in this Bill, intends to interfere with through freights of United States products to Liverpool or any foreign port. But what we do object to is that the discrimination of the railway companies interferes with the National Policy, that has been adopted by the people of the country, to a very serious extent—to such an extent that the 50 cts. duty placed upon flour is virtually rendered nugatory. That is one important point. Another important point is this: The people of Canada require that, at the proper seasons, the products of their farms should be carried to Europe, but when those seasons come round the railway companies are so busily employed carrying the products of the United States, that they cannot afford cars and rolling stock sufficient to carry our products to the markets of the world. As a result, our people are placed at a disadvantage as compared with the people of the United States in this respect. I know that, in my own county, when the markets of Europe have risen, and the buyers have wanted to ship at once, they have found it utterly impossible to get cars. In fact, all through this winter it has been impossible for them to get cars to carry away their freight. The result has been almost ruin to some of our buyers, simply because they could not take advantage of the high market. The buyers, if they are to be subject to this discrimination, cannot afford to pay the farmers of this country the same price they otherwise would pay for their produce. Every producer therefore has a deep and a serious interest in this matter. I shall just read what a gentleman—a large buyer—writes to me in reference to this subject:—

“The Bill should most decidedly pass and would do Canada a great deal of good. We have not been able to get cars here, nor have they been getting them anywhere in Canada this some time, while the amount of grain and provisions moved by Grand Trunk Railway from Chicago are increasing every week; they just use Canada as they like, knowing they will get the freight when they are ready to take it.”

These are two of the most serious reasons why I think something should be done in this matter. But there are other reasons. It is a known fact—a fact known to every shipper in the country—that there is discrimination between individuals in the matter of rates, the favored ones getting from the railway companies either rebates upon their freight, or a low rate of freight. I heard it stated the other day before the Committee, by the Minister of Railways, that freights are a public question. I, from the information I have, must differ from him in that respect. I believe the railway companies have secret rates they give to favored individuals, and I have reason to

believe that fact can be proven before a Sub-Committee, which, I trust, will be selected by this Committee during the Session. You can easily understand, Mr. Chairman, how very unfair it is to people engaged in our forest industry if one man, one favored individual—perhaps, as Mr. Gooderham has stated, because he is more kindly and friendly in his manner towards the railway companies than others—gets a better rate than others in the same trade and prosecuting their business under similar circumstances. In reference to competing points I am not prepared to say how they are to be dealt with. I was rather surprised, though, the other day, to hear Mr. Barker say it was a shame to appoint a commission and to interfere with the enterprise of those people who had invested their money in order to obtain competing railways. I would like Mr. Barker to turn to the other side of the picture, and to explain how the railway companies have used these enterprising people who have secured competition. Why we know very well that these railways are soon absorbed by the larger railways. In proof of this I would refer Mr. Barker to the case of the Hamilton and North-Western Railway, which, though now used as a competing line, has been brought under the control of the Northern. We know the people who aided that line were obliged to send their freight, as soon as the road was purchased, a roundabout way at a vastly increased rate. I also know that in my own county a number of municipalities gave largely in order to get a competing line. But, in consequence of a purchase by the Grand Trunk, the Toronto Grey & Bruce portion of the line is to be closed and the town of Mount Forest which sunk itself in debt in regard to this matter will not have the competing line for which it paid. So with other places in that district. There are other dangers in connection with the differential rates the railway companies give. We all know that in the United States the coal reserves are to a large extent controlled by large railroad corporations. I think that we, considering the vast coal reserve we have, ought at the very start to secure those fields to the competition of the capitalist and not allow them to come under the control of railway corporations. To-day, I know gentlemen who desire to go into coal-mining, at once try to find out whether the railway company that carries the coal is in anyway interested in the mining company or not. If it is interested capitalists will invest; if not, capitalists fear to invest. Why do they fear to invest? Simply because they know that the railway company can give such low rates to mining companies, in which they are interested, as to kill off any competition by other mining companies. The result is that the railways virtually control the price of coal. In the United States it has been so; and I fear it may be so in this country if some steps are not taken to prevent it. Then, again, with reference to private parties suing railway companies; we all know it is almost impossible for a private individual to sue a railway company. He cannot stand the cost. They will take him from court to court, until they either tire him or ruin him. We saw an exhibition of the power of railway companies only the other day, when one of these corporations brought five or six hundred men here to oppose this Bill. The fact that these gentlemen did not come here as free agents, but were invited by the officials of the Grand Trunk Railway, that they accepted the invitation knowing that if they refused they might be subject to injustice at the hands of that railway, and that to remove every possible excuse for their non-attendance the company paid their fare down and back, and their hotel expenses in this city—that fact, I say, shows how powerful these corporations are, and how important in the interests of the public it is that we should not allow them to have all their own way. I am not prepared to state that every clause in this Bill is a proper one, or that this is the correct way in which the difficulties should be overcome; but I am decided upon this point, that is, that the Parliament of Canada, in the interests of the people, ought to take some steps to meet the evils that are complained of. Some remarks have been made with reference to Provincial and Dominion Railways. Some Provincial Railways, it is said, cannot be controlled by the Dominion Parliament or by any Commission appointed by this Parliament. All I can say is, that I always thought the Dominion Parliament had the control of the commerce and trade of our country;

and Provincial Railways very peculiarly affect the trade and commerce of the country. But there is another point; I hardly know to-day a single line in Ontario which is a Provincial line in the ordinary sense of the word. Every line is associated in one way or the other with a main line, and through that association has become in a large measure a Dominion road, and should be under the control of the Dominion Parliament. Sir, I believe the appointment of a Railway Commission would have a most salutary effect upon the railway companies, I believe it would lead them to treat the people with a good deal more respect than at present. Why, I can point to instances—indeed I know of instances in my own experience, where railway companies have in contravention of a distinct law of this country, in reference to passenger rates, instructed their ticket agents to refuse to issue lie over tickets. As a result of this, a great deal of money is wrongfully taken out of the pockets of the people of this country. I shall not, unless I am called upon to do so, mention where it occurred; but I am prepared to prove that it has occurred, and that one of the conductors himself told me they were distinctly instructed by the Railway Company to refuse to issue lie over tickets. I shall not detain the Committee any longer. I trust that this question will be sifted to the bottom, and that every possible effort will be made to bring matters into a better condition than they are in at present.

Mr. McCALLUM.—I must say I have been carried away a good deal by what my friend from Centre Wellington has said. At the same time, I cannot overlook the fact that the railways of this country have spent a large amount of money in the country, and that, according to their charters, they are to charge no more than will give them fifteen per cent. on the money invested in their enterprise. Gentlemen here, who support the Bill, complain, if I understand them aright, about certain parties getting a lower rate than others. Now, if this Commission is appointed, I would like to know from the gentleman who has introduced the Bill, whether it is intended that it shall level down the rates or level them up? This is a very important question. Will the appointment of this Commission give the people of this country cheaper rates than they have now? I contend not. I contend that if you control the railways of the country in the manner proposed, they will turn round and take as much out of the pockets of the people as they can; in fact, that they will level up and not down. It has been said that it was a great hardship that a man had to pay as much for carrying flour from Brighton to Montreal, as for carrying it from Oshawa to Montreal. But I do not know that it would do the Brighton man any good if the Oshawa man had to pay *pro rata* as much as he did. Still, if there was a Railway Commission, the Company might put up the Oshawa man's rates, with a view to taking out of the people as much as possible, and to making the Commissioners unpopular in the performance of their duties. We are told by the last speaker that the large deputations which have come down here against the Bill, are controlled by the companies. I would be very sorry to say any particular persons were controlled by the companies; but I must point out that if the railways, as alleged, can control so large a number of men they would surely not find it difficult to control the three men who form the Commission. I am opposed to the Commission, moreover, because it takes away the powers possessed by the Railway Committee of the Privy Council, which is responsible to the people, and puts them into the hands of three men who are not responsible. Even if you want to build a bridge you have to go to these three men, who are not engineers, instead of to the Privy Council, which has an engineer to report to it, and the lawyer, the railway man, and the man of common sense have power to decide where you shall go. I know that my friend from Simcoe (Mr. McCarthy) is desirous to do what is right in the interests of the country; I am sure of that. But I have come to the conclusion, after considering the question fully, that as a friend of Canada, as one who is in favor of protecting vested rights, I cannot support this Bill, particularly in its present shape. I do not wish to detain the Committee, but these are my views, and I have felt it my duty to give them. There is a grievance, no doubt. The hon. gentleman speaks of through rates. When the

matter was before the House that was a great question, because it was said a man could get freight between Chicago to Quebec cheaper than to Toronto. I say we should not by any means touch by this Bill the through rates; If you touch that through freight you destroy the railways, and make it impossible for them to keep the rolling stock with which to do the local freight traffic when the time comes to do it. Railways cannot afford to keep their cars on a siding. They must keep the staff, and they must carry the through freight in order to keep it. When there is through freight the local freight rate will be lower. My hon. friend speaks of instances in which parties have spent money in order to get competition, and yet have been deprived of that competition. In my part of the country we gave money to secure the construction of a railway, and to-day if you were to give us three times as much as we gave we would not be without that line.

Mr. WHITE (Renfrew). I think that one of the great abuses to which the public is subject is discriminating rates on the same kind of freight, from the same point to the same point, as against different individuals. It must be manifest to the Committee that Mr. Bell feels this is one of the evils against which the public complain, because he has put into your hands a statement from one of the employes of his Company in reply to Mr. Chapman's statement, in relation to discriminating rates from Toronto eastward. The object of placing that statement before the Committee was to convince the Committee, that discriminating rates are not given between the same points to certain individuals. Sir, a case came under my notice a short time ago, in which, on the same class of freight, between the same points, a rate of 15 cts. per 100 lbs. was charged to one firm, and a rate of 11 cts. to another firm. It seems to me that a discrimination of 40 per cent. in rates between the same points, upon the same class of goods, and under exactly similar circumstances, is a state of things that should not prevail, and if there are no means of reaching or punishing companies guilty of such discrimination at present, some method should be adopted by which they can be prevented from doing so in the future.

Mr. C. H. TUPPER (Pictou).—I am quite aware, Sir, that the desire exhibited by myself twice this morning to speak upon so important a subject in an assembly in which I recognize on all sides my seniors both in experience and position, may create an impression unfavorable against one so young. But my excuse for addressing you at this time is an honest one. It is that I feel intensely adverse to any move that might be made by this Committee, or any conclusion that might be arrived at to send this subject to a sub Committee, and so to cause it to be understood abroad that we intend seriously to take the matter up, and that we entertain a strong feeling adverse to the interests of the capitalists of the world. And, I feel it to be my duty to state the reasons which have led me to come to this conclusion. I heard it stated by a self-constituted champion of right—also a young man—that he came here to defend right against might. Well, Sir, I had the honor to be elected to perform the same duty. And, I believe that, in this case, mighty as are the railway enterprises that are being discussed, the rights of the majority of the people of this country are identical with their interests, and that when we strike a blow at the one we must necessarily affect the other. This gentleman, who came from Toronto, alluded to the remark I made in the House with reference to the statement of the introducer of the Bill that a Railway Court exists in England, and he said he thought my logic was not good. He added that I said it took forty-one years to agitate this question in England before such a Bill as that before us became law, and he thought that to be a good reason why we should dispense with the forty-one years agitation here and take advantage of England's experience in the matter. He did not state my remarks in the manner in which they were made. However, they are on record and they speak for themselves. I will not refer to them here; but will take his conclusion that we should profit by English experience. And I will say at once that if the gentleman studies that experience thoroughly, he will find that it is against the Commission. I will also say that gentlemen of experience here—not brought here as

alleged by free tickets, by free lunches and free passes over the Grand Trunk Railway—but gentlemen who are interested in this matter, because of the great interests it is proposed to interfere with, have arrived at the same conclusion which is taking possession of the English mind. The gentleman has referred to the experience in England, the experience in a country where, years and years ago the question was sprung upon the people, owing to the fact that there was no competition among the railways of that country; that the railways had banded together and bought up 40 per cent. of the interest in the canals—the only competing system in the country—and that they were able to do virtually as they pleased. Under these circumstances it was charged that the railway and canal system were one and the same, and that they formed a great and dangerous monopoly; and it was thought that a Commission constituted similarly to that proposed in this Bill, would remedy the evil. Has it remedied the evil? Is the experience of England, such as my friend would like this Committee to believe it is? So far from his being the correct view, the Railway Commission there was what might be termed a speculation. It was not established for ever and a day. The Commission in England was put upon its trial. All was given to satisfy the great demand of the time, that this question should be dealt with, and that Commissioners should take up the question of discrimination in rates and deal with it in a manner satisfactory to the public. Well, Mr. Chairman, having dealt with the matter so far, Parliament in 1879 again discussed the question, and it was decided that though the Commission had not done much actively, still its influence had been such as to prevent the constant repetition of charges there on the scale made before; and an Act, called the Continuation Act, was passed, giving it a still further trial until December, 1882. Now, in the Session of 1881, I find a question was asked in Parliament with great earnestness, whether legislation would be introduced to continue the existence of the Commission, as many people were afraid that if it were allowed to expire, dangerous results would follow. But what was the opinion of the Government of the day? They introduced no Bill to continue the Commission—not feeling that the influence of the Commission was such as to warrant its continuance—and it stands suspended at this very hour. Its usefulness has gone! I have no doubt that the report of the Commission, made in July, 1882, advocating not the continuation of the same system—though it was felt that there were still grievances—led the Government to the conclusion to drop the whole thing. That Commission reported that no Appellate Court should be instituted, and that the Court composed of a railway expert, a lawyer and a man of common sense could not manage the railway system satisfactorily; and when they came forward proposing an Appellate Court, with the right of appeal to the House of Lords, the Government saw the judicial system growing to such an extent that they did not feel warranted in re-enacting the Bill continuing the original Court in force. In fact, they looked upon the report as a confession that the labors of the Court were futile; and that the Common Law Courts of the country were as able to deal with the law as any special tribunal of that character. That is the state of things in England to-day, and I think we should take warning by it. What has been the experience in the United States under these Commissions? Why, nearly all of them come forward and admit that this question of rates is one that must be, and always will be, regulated by competition. In the State of New York they say that the very railway company represented before this Committee would have an unfair, an undue advantage if the Court were allowed to interfere with rates. I believe the fact that we are able, in the Lower Provinces, to have the benefit of all the shipments that have been spoken of, is owing to our allowing the greatest possible freedom to the Canadian railway companies in competition with the railway system of the rest of the continent. I believe our mercantile and shipping interests are wrapped up in allowing the greatest possible freedom to our own companies in competition with the American lines. Secondly, I feel that any such step as that proposed in this Bill would be fraught with the greatest possible danger, not only to maritime interests but to the interests of the country at large. Now, I do not wish to occupy the attention of the Committee at too great a length, but I hold in my hand documents which I shall take the liberty of handing in to the

reporter so that they may appear in the report. One document which, taken in connection with the views of experienced men who have appeared before this Committee, shows that a Commission of this kind is not only useless but as far away from being practical as possible. Some years after the Railway Court was constituted in England—a Court that was to do all the good promised for the Court proposed in this Bill—what do we find? What does an able writer in the *Fortnightly Review* state as to the existing state of affairs in England? The writer in the *Fortnightly* of October, 1881, says:—

“When we hear further, as given in the evidence by numerous witnesses before the Select Committee on Railway Rates, which has just concluded its labors for this Session, that the railway companies are gradually developing ports to suit their own purposes, the eyes of the public ought surely to be opened to the danger that threatens them. Docks on the the Tyne, on the Tees at Middlesborough, and at West Hartlepool, owned by one railway company alone, (the same Company is prepared to purchase the docks of Sunderland), are used to the detriment of Hull, and the districts of which Hull is the distributor. The same is true of Fleetwood and Barron docks owned actually or virtually by the railway companies, and used to the detriment of Liverpool, and the towns and districts of which it is the natural channel of communication. The same applies elsewhere. Longer distances at lower rates to bring traffic by their own ports, this is the usual resort of the railway companies. Their ports are nursed in spite of every anomaly that is transparent in their action. The crowning result of our policy bids fair of accomplishment very shortly, namely, that the railways will virtually command all our ports, as they now command as many of our canals as they care to possess, unless arrested in their progress; of which, as yet, there is little apparent sign. Then the extinction of our coasting navigation would follow, (in many instances, even now it is in combination with the railway interest), the last restraining link would be broken, and the industrial destiny of the country would be wholly at the mercy of the railway oligarchy that we have permitted to usurp authority over us.”

Now, continuing on in that way the mover of this Bill may say: “But you are proving the existence of a grievance.” I am, it is true. I am proving the existence of a grievance far greater than one which existed at that time under the very remedy he proposes to introduce into this country. And I think the existence of that grievance warrants us in coming to the conclusion not to constitute that Court, and in avoiding the establishment in the near future of an Appellate Court from the constitution of which even the English nation shrinks.

Now, in regard to the question of rates, I have said that competition regulates them. I hold in my hand an able article from the *New York Indicator*, published in a State where a Railway Commission similar to that proposed here exists, an article which goes into the question, gives the statistics, and corroborates what the reviewer says in the *Fortnightly*, namely, that nowhere is railway traffic carried so cheaply and conducted so beneficially to the public as in the Continent of America. This writer gives figures to show that year by year, in order to meet the requirements of the people and from the fact that they are competing among themselves, the railways are reducing their rates wherever possible to the lowest possible figure, so that they compare in an extraordinary manner with the rates that ruled before. He says:—

“Legislative interference in the regulation of railroad charges, as suggested and urged by the anti-monopoly element is a question to which much thought has been given; but as every remedy proposed by it has been in the interest of some individual, the solution of all difficulties had better be left with railroad managers themselves.”

No doubt that “individual” like some of the advocates of the Bill—notably those from Toronto—is not aware that the railway system is conducted as the dry goods system, and that it has its wholesale and retail branches, and its wholesale and retail prices. I have no doubt that all the purchasers, all the consumers, in the country would also like a measure compelling every tradesman to sell his goods at the price he obtained them for, and the wholesale man to sell them to the consumer at the price he sells them to the retail men in the trade. But that would be preposterous. The writer proceeds to say:—

“As far as we have been able to follow the anti-monopolist, he, like Artemus Ward, seems perfectly willing to sacrifice his wife's relations, or in other words, he is an anti-monopolist in everything excepting his own affairs; in those he would have supreme control and crush out all others, or make them subordinate to his gain and profit. The economy in traffic charges is fast being solved by the railroads themselves, and, if left to work out the problem to a conclusion, they will be enabled to perfect a schedule of rates alike satisfactory to the business community and profitable to the stockholder. In a growing country like ours, special rates will always be sought and must be given in order to foster enterprise and encourage trade. For many years the British Parliament made railway transportation the subject of regulation by statutes, which vainly assumed to correct certain alleged abuses, and at the same time preserve unimpaired the general value and serviceableness of the railroads as common carriers. The whole subject was finally committed to a “Royal Commission on Railways,” composed of some of the ablest statesmen and economists in the kingdom, to devise and report a plan of legislation for railways which would best promote all interests. After long and exhaustive investigation, the commission were compelled to conclude that the adoption of rules or standards for the adjustment of tariffs was an unwise exercise of the legislative power. They found that three-fourths of the traffic of Great Britain was conducted on so-called special rates. They reported that “the principle which governs a railway company in fixing the rate, is that of creating a traffic by charging such a sum for conveyance as will induce the produce of one district to compete with another in a common market.” And further that “the power of granting special rates permits a development of trade which would not otherwise exist, and it is abundantly evident that a large portion of the trade of the country at the present time has been created by and is continued on the faith of special rates.”

FREIGHT.

Year.	Tons freight moved one mile.	Average rate per ton per mile. Cents.	Amount of reduction each year computed on rate of 1868.
End. April 30, 1868.....	132,435,027	3.184	
“ 1869.....	176,660,432	2.693	\$ 867,403
“ 1870.....	187,895,947	2.403	1,451,467
“ 1871.....	237,202,713	2.036	2,604,486
“ 1872.....	270,048,485	1.962	3,299,992
End. Dec. 31, 1872*.....	198,276,925	1.923	2,500,270
“ 1873.....	435,258,672	1.845	5,828,113
“ 1874.....	460,334,192	1.835	6,209,908
“ 1875.....	450,075,481	1.889	5,828,477
“ 1876.....	560,949,870	1.573	9,036,902
“ 1877.....	678,524,788	1.405	12,070,956
“ 1878.....	908,237,987	1.226	17,783,299
“ 1879.....	1,048,540,592	1.111	21,736,247
“ 1880.....	1,274,130,359	1.076	26,858,668
“ 1881.....	1,225,099,722	1.149	24,930,779
“ 1882.....	1,094,839,189	1.091	22,914,984

Total reduction, fifteen years \$163,921,953

*Eight months.

PASSENGERS.

Year.	Number of carried one mile.	Average rate per mile. Cents.	Amount of reduction each year on rate of 1868.
End. April 30, 1868.....	39,781,829	3-727	
“ 1869.....	45,470,104	3-649	\$35,467
“ 1870.....	52,555,532	3-270	105,111
“ 1871.....	56,320,468	3-000	409,450
“ 1872.....	56,510,944	3-072	370,146
End. Dec. 31, 1872*.....	40,961,855	2-990	301,889
“ 1873.....	83,275,830	3-028	586,262
“ 1874.....	85,356,325	3-009	612,358
“ 1875.....	97,930,449	2-735	971,470
“ 1876.....	99,238,481	2-674	1,044,981
“ 1877.....	90,211,108	2-753	878,656
“ 1878.....	93,355,026	2-616	1,037,175
“ 1879.....	100,401,861	2-466	1,266,067
“ 1880.....	115,704,912	2-363	1,578,225
“ 1881.....	121,480,805	2-307	1,725,027
“ 1882.....	148,997,669	2-273	2,166,426
Total reduction, fifteen years.....			\$13,089,211

“ It is seen from the above table that in the movement of freight on the Chicago, Burlington & Quincy Railroad the average rate per ton per mile has in fifteen years declined from a fraction over three cents to a fraction over one cent—the rate now being but one-third that of 1868. The increase in service performed has been about 900 per cent., while the earnings from freight have increased but about 300 per cent. Thus the company performed three times the service to earn a dollar in 1882 that it did in 1868, and in the last year the public obtained transportation for 300 tons of freight for the same money they paid for transporting 100 tons in 1868. An exhibit similar in kind is shown in the passenger traffic on this road for the same period. The saving to the public by the reduction in traffic rates since 1869 on the Chicago, Burlington & Quincy Railroad foots up for both passengers and freight the enormous sum of \$177,011,164.92. From the foregoing it will be seen that the less we have of the demagogical element in our politics, the sooner the question of cheap transportation will be reached; and it is the duty of every business man to frown upon the abortive measures constantly being brought forward to regulate railroad traffic rates. The question is one best solved by competition.”

I have no desire to charge so eminent and so able a man as the mover of the Bill with being a demagogue; but I will say that able as he is, sincere as he is in this matter, the people who have engaged his goodwill, and have induced him to believe that such a measure is right, have not been able to show us that they can look upon this question from the same standpoint as that from which the present Minister of Railways and his predecessor have been able to look upon it, and we know from the discussion that came upon the floor of the House, that these two gentlemen do not encourage the passage of this Bill. I think that their view of the case is a strong feature of the discussion. They have been in public life long enough to know the wants of the shippers, and the requirements of railway companies; and occupying the positions they do, and did, I think their testimony and their experience, added to the testimony of the papers from which I have quoted, and to the testimony we have heard, will have great weight, and will weigh against even the able arguments of the hon. gentleman who promotes this Bill. In the *American Railroad Journal*, I find the following upon this question:

* Eight months.

“ Until by some process they can invent a law with a new power which will compel a man to work without compensation, or to give the use of his property for less than he thinks it is worth, all such attempts at regulation must come to naught; and inasmuch as they are mere impediments to be supported either by money raised by taxation, or by money saddled upon commerce and transportation, the fewer such intermediaries between the shipper and the carrier the better. Commissions emanating from among the carriers themselves are necessary, and will save ten times their cost; but Commissioners imposed from without by the political power, in the long run strike at the foundations of property and good government.”

Now I do not intend to quote more from these papers, but I will mention a matter that escaped me in alluding to the weight of individual opinions upon this question. A gentleman who has had long experience not only on the Grand Trunk Railway, but also on the Government railway, has given, as I have ascertained testimony upon this question of rates; and I think that the testimony of that gentleman will be sufficient to show that the grievances of the young gentleman from Toronto are to a great extent imaginary, or probably that there is something in the suggestion that he may not have conducted himself towards the railway companies in the most amicable manner. Mr. Charles J. Brydges, while manager of the Intercolonial Railway, was called upon to testify before the Committee which sat in 1876 to consider the trade depression then existing in the country. He gives valuable information on this subject, as the following quotation from his evidence will show.

“ 18. *The Chairman* : Mr. Lukes speaks in his evidence of preferential rates to individuals on the Grand Trunk, and mentions that, while the rates from Toronto and Port Hope were the same, shippers from the former place were allowed a drawback of 25 cts. per barrel. Have you any knowledge of that?—No, I never knew such a case. The rate from each station is fixed and applies to every one shipping from it. It is a rate for a station, not for an individual.

“ 19. *Mr. Dymond* : Would there be any reduction, suppose a very large contract was made by anyone in Toronto to ship car loads?—It would be possible, but I never knew such a case.

“ 20. *The Chairman* : Now that the Intercolonial Railway is completed, would it not be in the interest of the Grand Trunk Railway to decline receiving freights of flour from Chicago at low rates, when the market could be supplied from Ontario?—Yes, but the traffic that goes from Chicago to New York is not for the Lower Provinces alone. It is an enormous business for European shipment and consumption in New York and the State of New York, and if the Grand Trunk or Great Western were to decline to carry the traffic at the rates current, they would lose the business. There are other railways between Chicago and New York which would take it. The American railways practically fix the rates, the Canadian railways having no control over that matter.” Now, the mover of the Bill has said he does not intend to interfere with through rates; but, no matter what his intentions are, I consider from the construction of this Bill, the Commissioners could be asked to interfere with them, and would have power to do so. Whether they would feel more competent to deal with them than the other Courts is another matter. But I maintain that, when they touch the local rates and interfere with the management, they virtually touch the whole business department of the railroad, and interfere with the through rates to such an extent that no company would be able to carry through traffic. I think I have occupied the attention of the Committee long enough. I am grateful to you for the patient hearing you have given me.

Mr. SPOULE.—I am not surprised that gentlemen from the Lower Provinces are against the Bill, because they have not so many grievances to complain of that we have in the Upper Provinces. The principal railways there are under the control of the Government and are managed in the interests of the country. But it is entirely different with us. In relation to the statement of the gentleman who has just taken his seat that the experience of the member of the Government who has control of the Railway Department, and of the member of the late Government who occupied the

same position, has led them to believe that there is no necessity for such a Bill as this, I may say that I entirely differ from him. The present Minister of Railways has the Intercolonial Railway under his charge. And what has he done? He has conceded the very principle of this Bill in the establishment of a Railway Commission to settle disputes between the public and the country. Is not that a Railway Commission?

Sir CHARLES TUPPER.—My hon. friend will allow me to explain that the Intercolonial Commission is dealing exclusively with claims with reference to the construction of the Intercolonial, and has never had any case referred to it touching the administration of the road.

Mr. SPROULE.—I understand it was to deal with disputes between contractors and the Government. But that is only on one line, and it shows that grievances in the others must be taken to some court for settlement. But I say, at the same time, the principle of the Bill is conceded in the establishment of that Court. There is, however, a difference between the Upper and Lower Provinces. We have a great many local railways and we have a great many grievances arising month after month, and year after year, that should be dealt with, but that the Courts do not deal with. Let us take, for instance, the Hamilton and North-Western Railway. To that railway large bonuses were given for the purpose of having a competing line with the Northern. The conditions upon which these were granted were that the line should be built and that stations should be put up at certain points. After the railway was built and they had received their bonuses they actually closed some of these stations and a part of the line. An appeal being made to the Courts, what do they say? They say, "our agreement was to lay the track and to build the stations, but there was no condition that we should keep them open for any length of time." Now, the people gave their money very largely and they expected to have the railway running through their country to carry away their produce, but the railway people said "that produce cannot be taken by us; it must be taken by the Northern because we have provided that it shall go that way." I say that the very purpose for which the people granted their money has not been attained, and that the people do not receive the benefit they expected to receive by the granting of these bonuses. We have a monument which bears out my statement in the town of Collingwood to-day. There the Hamilton and North-Western have nailed up their station and are using the line and the station of the Northern Railway. In reference to the question as to whether the appointment of a Railway Commission would injure the securities of railway companies, I may say I have looked that matter up, and I do not find that in the seventeen States of the Union where Commissioners have been appointed, the securities of the railways have been affected by the establishment of those Courts; neither have the securities of railways been injured in England; and I think that is the best evidence that the establishment of a Court here is not likely to injure the stocks of railways. That such a Court is a necessity who can deny. It must be within the knowledge of many that it is impossible for private people to get their rights from railways. Look at the case of McLaren *vs.* the Canada Central Railway. Mr. McLaren so far has been unable to get redress. He had a large amount of lumber burned through the neglect of the railway Company and he has sued them for damages, but they are carrying the case from Court to Court and already the costs reach \$10,000. He is as far from getting redress as he was when he first sued the Company, for the Company is still carrying on the law suit and he is kept out of his rights. His case only shows that no matter how powerful the private individual may be he cannot get redress from the railway companies. I will only say a few words in reference to the statement that the railways in England have no competition. I wonder how it can be said that in a country surrounded by water, with numerous ports, a country where you can run boats from port to port, the railways have no competition. I think in England the railways have competition all round, and if where they have such water communication and such competition with the railways a Court is needed, surely it is needed here. I think, besides, that, where grievances are constantly cropping up

and the Courts do not provide a remedy it is our duty as legislators to try to provide some means by which we can secure to the private individual the rights he is entitled to secure as against any powerful corporation or any powerful company.

Mr. WHITE (Hastings).—Mr. Chairman, I know that the railway and business interests of the country demand our most careful consideration, but I think it is time the Committee came to a vote on the preamble of this Bill. Every member of the Committee has his mind made up on the question, and I do not think any amount of further discussion will alter the result.

Mr. WHITE (Cardwell).—I think I have a right to state my reasons for voting either for or against this Bill before it is put to the vote of the Committee. The time of the Committee has been occupied by gentlemen who are not members of the Committee, but who have come here for the purpose of representing fully both sides of the question. I do not propose to occupy more than five minutes of the time of the Committee while I briefly state the reasons why I propose to vote against the preamble of this Bill. I object to it, first, because none of the grievances, or hardly any of the grievances, complained of are met by this Bill. I have no doubt that, as Dr. Orton has stated, the people of the country—and of Ontario in particular—feel it to be a very serious grievance, that at the time of year when they may want to sell their grain they find all the cars on the leading railway filled with American produce, and they cannot get Canadian grain taken to the seaboard. But I want to point out to Dr. Orton that we have the statement of the promoter of this Bill that he does not intend to interfere with this question at all, and therefore we cannot remedy that evil by this particular Bill. If we did attempt so to remedy it, I have no hesitation in saying that the evils that would result from the remedy would be far greater than the advantage that would be gained. We would possibly prevent western produce from passing through this country, but we would simply divert it to the American side, and we would have the Canadian railways deprived of this through trade. I object to the Bill because of the manner in which it deals with through rates. We are told that through rates are not to be interfered with, but we should remember that there are through rates and through rates. I take the case of the Intercolonial Railway, which is not to be, as I understand it, included within the operation of this Bill, being a Government railway. But we cannot help including it, or in other words, we cannot help influencing very largely the traffic passing over that line. The Intercolonial Railway starts from the city of Quebec, and though I hope my hon. friends from Quebec will forgive me for saying it, we all know that Quebec is not an important business point during the winter season when navigation is closed, that is, it is not an important *entrepot* for the accumulation of traffic for the Intercolonial. I hope yet to see it an important port of export for the grain of the West. Everything of freight that goes down from Western Ontario and reaches the seaboard at Halifax can only do so by the fact that the rate charged over the whole line is a rate that will fairly compete with the through rate by Boston and other American ports by the American lines. Now, Sir, that will not be a through rate in the sense in which I understand Mr. McCarthy to define a through rate. On the contrary, it is a rate on a traffic which starts at a point within the Dominion, and ends at another point in the Dominion, and if you lay it down that a rate of this kind—which practically is a local rate in the sense of being entirely Canadian—is to be governed by this Bill, you utterly destroy the possibilities of any freight passing from the West over the Intercolonial Railway. Then let us take the case of coal coming up here from the Maritime Provinces. I believe it has been brought as far west as Kingston. The carrying of the coal from Nova Scotia to the Western Provinces, can only be secured to the Intercolonial by quoting the very lowest rates both by that railway and the Grand Trunk. If you insist on touching this rate for coal and say that a railway company shall not carry to Kingston for a rate which would be far below any *pro rata* rate for local traffic, I venture to say that you will destroy the traffic altogether and to that extent injure the coal interests of Nova Scotia.

Then, I wish to refer to the complaint made by Dr. Orton that the shippers of Western Ontario, in order to secure the advantage of a through rate eastward, actually found that it paid them to ship their produce westward by the local rate to Detroit, from whence they obtained a through rate over the Grand Trunk to the seaboard. Supposing this to be the case, and the proposed Railway Commission undertook to prevent it, what would be the result? Simply that the traffic would go by the American lines south of the lakes, and the Canadian railway would lose the hauling. When the Canadian Pacific Railway is built north of Lake Superior, it will be a through line running wholly through Canadian territory, and it will be subject to the control of this Commission. The great question in the North-West is the question of transportation; and if the Canada Pacific Railway, being a through Canadian line, is denied the privilege of hauling for long distances at a rate not even relatively, but actually less, than for shorter distances it will simply destroy all possibility of the Canada Pacific securing the traffic. It will pass over the American lines, which are not subject to any of those restrictions, and the object for which our Canadian through line is built will be neutralized to a very large extent. I have another objection to this Bill, and that is, that the Court it proposes to create will be a Court for the whole Dominion. What I venture to say is, that in regard to the fixing and quoting of freights it is very often a question of an hour in determining what route will be chosen. What do you propose to do? You propose to establish a Court sitting in Toronto, or Montreal, or Ottawa—probably in Ottawa—and this Court shall be the only body to which application is to be made in regard to railway transactions occurring in all parts of the Dominion, from British Columbia to Cape Breton. I say it is physically impossible that one Court can do all that business. What I venture to suggest is this: that if there are grievances—and I believe there are—the proper course is to amend the Consolidated Railway Act, so that these grievances can be dealt with by the ordinary Courts. But, I say that if you undertake to place in the hands of a Commission of that kind the regulation of the business of such great and important interests—as those of transportation—the moment you undertake to say that they shall deal with questions which involve such constant changes, you produce one of two results: either this Commission will utterly destroy the transportation trade of the country and compel the people of this country to pay higher rates than they now pay for the ordinary transportation of goods within the country itself, or you will produce this other result, that the Commissioners will take that reasonable view of it which we are told by the promoter of the Bill they are going to take—that they will not interfere with these rates, and the moment this occurs, you will have a suspicion in the minds of the public that these three Commissioners have been bought by the railway companies. I venture to say that if this Bill passes to-morrow we will have before one year passes a feeling abroad in the country that the Commissioners have been bought, because the law cannot meet all the objections which will be raised in the working out of the Bill.

Mr. McCARTHY.—Mr. Chairman, I propose to say a few words in answer to the various objections that have been made against this Bill. I am glad to know that every one who has spoken on this subject seems, at all events, to admit that grievances do exist, but they differ from me as to the method of redress. I gather from the speeches that have been made on this subject that very great misconception exists in the minds of the hon. gentlemen who have spoken, as well as the various gentlemen representing the deputations who have appeared before you, upon the scope and subject of this measure. One gentleman who spoke this morning called it an inquisitorial measure, and another who spoke the other day seemed to think that the Railway Commission was to deal with the whole railway system of the country, and argued that it would be simply impossible for three Commissioners to properly discharge so onerous a duty. Sir, this Bill makes no such proposition. It appoints a Court to deal with complaints when complaints are made, and they can only be made when the law of the land is violated. Now, Sir, I venture to say that three-fourths of

the gentlemen of this Committee will agree with me that the laws of the country, with regard to the operation of railways, are openly and notoriously violated every day. And this is done by corporations to whom we grant charters, and who look to us to see that their chartered rights are preserved to them, and while they want all that the capitalists thought they were gaining to be preserved to them under their incorporation, they do not hesitate when it suits them to depart from the terms upon which their charters were granted. I think the necessity for taking some step in the direction of this Bill, is further shown by the fact that the Courts are incompetent to redress the grievances that exist, and I take it that this Parliament sits here for the purpose of passing such a measure as will remedy this evil. If the Bill which I have the honor to submit is not a proper measure; if there are objections to this clause, or the other clause, we should remember that it is not yet an Act of Parliament. We are here as a Committee to amend it and to get it into shape, so that when it becomes law, it will answer the purposes that I believe we all have at heart when we place any law upon the Statute-book. Without going into detail very much I will refer to two points, and first with regard to the discrimination in rates. I think it is proven that rates are discriminated from point to point. From what Mr. Gooderham has told us, we are led to infer that if a man has good manners, and comes before a Railway Company humbly, hat in hand, he can get his rates fixed upon a proper basis, but that if a man approaches a Company in the attitude of my friend here (Mr. Chapman)—who, I may say, is a man and not a slave—he is denied the rate which is granted to the more obsequious applicant. I think there is no doubt that such is the case, and that between two points, one trader can get a rate which is money to him, while it is ruin to those who try to compete with him. I ask, where are we to get redress? I suppose, as a matter of law, the man who has to take the local rate can sue the company; but I want to ask if it is redress to have the privilege of suing in Court to recover this tyrannical reduction. We know that practically it is not a satisfactory or proper means of redress.

Mr. CAMERON (Victoria).—Why not?

Mr. McCARTHY.—Simply because although we have had railways in this country for thirty years, so far as my Province is concerned I believe there has never yet been a single case tried of this kind.

Mr. CAMERON (Victoria).—Is not that the fault of the law?

Mr. McCARTHY.—It is the fault of the law. Merchants when they feel aggrieved do not ordinarily hesitate to go to the Courts for redress, but in this case they believe the law to be unworkable.

Mr. CAMERON (Victoria).—Has it not been found a satisfactory means of redress in England? Have not railway companies been compelled to give redress?

Mr. McCARTHY. My answer to that is, that a Committee of the House of Commons thought otherwise, and the Railway Commission was created. If it was satisfactory to them, why did not they let the law take its course? The other matter to which I wished to refer is the fact that railways also discriminate between different places. It is within the knowledge of us all that railway companies will carry goods a distance of perhaps 1,000 miles for a less rate than shippers often have to pay for a much shorter haul within our own country. Let us suppose that I am manufacturing at a certain place 100 miles distant from a shipping port, and that I have to pay a rate of 5 cts per 100 lbs, or whatever it may be, over that distance; and suppose that another manufacturer, situated further up—nearer the raw material—is able to send his goods the greater distance, to the same point, for 3 cts.: is not that a great wrong? And yet on this Statute-book there is no redress for such a wrong. I wish to draw the attention of this Committee to the section which has been allowed to creep into our Statute-book on this subject—Sub-section 2 of Section 60. That section is copied, or purports to be copied, from the English law, but if you will compare the two you will see the difference involved. In the English law every one, not merely railway companies, but individuals, has a right to insist upon these equal rates and equal facilities; but in this Act only railway companies, and not individuals, can ask for these facilities. I do not know how this clause has crept into our law, but I am

afraid it is another proof of the influence that railway companies have exercised in the past, and which I fear they are exercising over the Parliament of to-day. My friend Mr. Barker, in his speech the other day, slurred this point over very nicely; but I think the distinction is obvious, and whatever may be the fate of my Bill, I think our law should be amended so as to conform to the English law in this respect. Then, Sir, I would also say this with regard to through rates. I quite agree with Mr. White that there are through rates and through rates, but I do not think it can be called a through rate to start from any particular point in the Dominion and go to another point in the Dominion. That ought to be subject to the jurisdiction of the Commissioners. But I take it that a through rate must start outside of the Dominion, and crossing it, go to a point beyond the borders of the Dominion. Now, if Parliament is so anxious about this question of through rates, there is no difficulty in putting a clause in the Bill which will provide that the Commissioners shall not have jurisdiction over those rates. Mr. Tupper construes the law a little differently from the meaning I place upon it.

Mr. BLAKE.—Did I understand you to leave the impression that the Bill deals with rates from points beyond the Dominion to points within the Dominion?

Mr. McCARTHY.—Yes; I would do that; I call anything that ends in the Dominion, a matter belonging to the jurisdiction of this Court.

Mr. BLAKE.—For instance, rates from Chicago to Montreal, or from Liverpool to Montreal?

Mr. McCARTHY.—Oh, yes; that would end within the Dominion. I have no hostility against the Province of Quebec, or the City of Montreal, or to the railways running there. I hope I would be the last man to injure them; but I do object, and I think we all ought to object, to railway companies defiantly saying they will not obey the law of the land, and I think we ought to put a law upon our Statute-book that will compel them to obedience. Now, that is all I am going to say with regard to through rates, and I think much that has been said on this point might have been spared us. I contend that as the law now stands, there is no practical remedy for these evils, so far as my own Province is concerned.

Mr. GIBOUARD (Jacques Cartier).—What better will this Court be?

Mr. McCARTHY.—It will be very much better, because it provides a summary remedy, and one from which there shall be no appeal. To-day, in the Province of Ontario, you sue a railway corporation in the lower court before one judge, it is then taken to a court of three judges; from that it goes to a court with four judges, and thence to a court having six judges, and, in some cases, you can go even further, and ask to have the case heard before the Judicial Committee of the Privy Council. The result is, that even if you do succeed in getting redress from a wealthy corporation, if you are a young man when the litigation is commenced, you will be old before it is concluded.

Mr. BERGIN.—Will there be any lawyers on this Commission?

Mr. McCARTHY.—There will be lawyers in the Court to interpret the law, and the man of common sense, such as my hon. friend would be, will keep them from falling into errors of judgment. Now, Sir, I desire to say a great deal more, but judging from the impatience of the Committee to bring this question to a determination, I think I would best consult their convenience by bringing my remarks to a close. Whatever may be the fate of my Bill in Committee, I propose to test the sense of the House upon it, and we will there have an opportunity of debating the question perhaps at greater length, and the subject can be gone into more thoroughly than in Committee, where we are confined to a couple of hours in the morning. I think the objections I made to referring this Bill to this Committee have been justified. I do not think that the statements made by the members of the various deputations who have addressed you—though they were very proper to be made—have added anything to what we knew before. We do know that railways discriminate. Mr. Ogilvie tells us, on the floor of Parliament, that the Grand Trunk gives him, a miller at Goderich, competing against the other millers there, a special

rate to Montreal; and Mr. Bell seeks to justify this by saying that it is only furthering the National Policy. I venture to say that those gentlemen who have addressed you on behalf of the railways, as representatives of the business portion of the community, are gentlemen to whom the companies have granted special privileges, and that they do not represent the great bulk of the people on this question, as perhaps this Committee will find out before they are much older.

Mr. McCALLUM.—I see that by transferring sections 67, 68 and 71 of the Consolidated Railway Act, to this Bill, you wish this Commission to have the power of building railways as well as of running them.

Mr. McCARTHY.—We can leave that out; it has nothing to do with the Railway Commission.

Mr. McCALLUM.—Then why do you put it in?

Mr. McCARTHY.—Because I think it is proper that it should be there. The hon. gentleman is mistaken about the powers of railway companies to arrange tariffs. The railway companies have power to pass a by-law for the establishing of their tariffs; but it does not come into force until approved of by the Governor in Council. Now, all that is proposed in this Bill—and it is quite a separate matter from that which we have been discussing—is, that the power of the Governor in Council to assent to these by-laws shall be transferred to the three Railway Commissioners. If the Committee does not approve of it, it does not necessarily form part of the Bill. If the Committee think it is better that the Governor in Council and the Railway Committee of the Privy Council should still retain that power, although I may differ from them, that may be struck out of the Bill.

Sir CHARLES TUPPER.—Mr. Chairman, I have only one single remark to offer on this question, and that is in reference to Mr. McCarthy's statement that the railway companies admit having granted differential rates. By differential rates I understand the practice of charging between the same points different rates to different companies or individuals under the same circumstances. I am at issue with Mr. McCarthy on that point. If it is done, it is a clear violation of the law, and I understand that the railway companies deny that any such thing is done. I have been charged, as Minister of Railways, again and again, in the administration of the Intercolonial Railway, with giving differential rates. Different rates between the same points are charged, but not under the same circumstances. In the one case the amount carried reached a certain point, at which a certain charge was made; in the other it did not; so that, though it was a differential rate, it was not a differential charge to different persons under the same circumstances.

Mr. WHITE (Renfrew).—The case I pointed out is one in which the circumstances were exactly similar. The goods were the same, and they were shipped to and from the same points.

Mr. BLAKE.—I hope that before this discussion closes, some statement will be made of the views of the Government upon this measure. I am sure the Committee will receive it with pleasure.

Sir CHARLES TUPPER.—I do not think it is necessary to occupy the time of the Committee with any lengthened remarks upon this Bill. We have had this question several times before Parliament and before this Committee, and as Minister of Railways, charged with the administration of the Department which is now under consideration, I think I have, both in the House and in Committee, stated the views at which I had arrived. I believe this subject is a very important one. It is admitted that there are points in the Railway Law in which it is desirable that amendment should take place. But I do not believe it would be possible to meet these difficulties that have presented themselves in the administration of railways by such a Bill as my hon. friend has produced without creating very much greater difficulties and embarrassments. The question is, in my judgment, surrounded with difficulties which it would be impossible to over-estimate. I take, for instance, the effect upon capital. We are a young country, as has been stated before. When the agitation commenced in

England for the adoption of a Railway Commission, railways were comparatively in their infancy, and they refused to adopt any suggestion of the kind until their railway system was more complete. Their position is entirely different from ours, because they have not the constant competition that the railways of this country have to struggle against in order to compete for the great bulk of the traffic through our own country, and yet it has been shown that, situated as they are, an island, with no such foreign competition to contend against, they found it necessary to bring in their canals under the operation of that system, because they thought the whole carrying trade of the country should be included. My hon. friend does not propose to deal with canals at all, but to leave all the water competition free and unrestricted and in competition with the railway system of this country, which is to be hampered by a Railway Commission. Then, again, it has been shown here to-day, after an experience of years in a country admirably adapted for the adoption of the principle of the Commission, Parliament instead of being satisfied with it and re-establishing it, has allowed it to expire, and no Commission exists at all in England to-day, for the reason that the Commission has to a large extent failed in accomplishing the objects that Parliament and the Government established it for. And it is admitted that by the means railway companies can use, in becoming interested in docks for instance, they still are able to favor certain ports to direct traffic in certain directions, and in fact to discriminate between one section of the country and another. There is one point in connection with this subject to which my hon. friend has not referred. I think Mr. Elliott, or a member of the Committee, has stated to-day that \$375,000,000 have been invested in the railways of this country. Sir, this money has been invested upon the faith that Parliament would protect those great interests which are so intimately connected with the prosperity of the country, and upon the faith of Acts of Parliament which guarantee to the parties who brought that \$375,000,000, or a large portion of it, into this country, for a purpose most vital to the prosperity of the country. I am justified in saying that the stock market of England is paralyzed by what we are doing here to-day. Parties who are seeking capital to develop our young railway system tell us that foreign capitalists are deterred from investing in Canadian enterprises on account of what is going on in the Parliament of Canada in reference to this Bill. We all know that capital is most sensitive, and the moment that parties who are being asked to send their millions into this country to build our railways find that a popular cry is being raised, from whatever cause it may be, and that Parliament is going to step in and change the relation invested capital has to the country, you will be unable to do that which Canada above all other things requires to be done, and that is to make capital secure when it is brought here, and invest it on the faith of Acts of Parliament. As Mr. McCallum has rightly said: The effect of this Bill would be to hamper through traffic, for after the explanations made by my hon. friend, I think it is clear that he does propose to touch through traffic, say from Chicago to Montreal. If he does that, what is the consequence? Simply as was stated in the United States Congress the other day by one of its members in a discussion on this question: "If you hamper our system," said he "you are going to drive the traffic down the Grand Trunk Railway to the mouth of the St. Lawrence, that would otherwise pass through American channels to New York." So now, I say, were this Bill to pass it will divert the traffic which is now leaving millions in our own country in return for labor employed, and you will force these railway companies to look for their returns, not upon the receipts from foreign competition, but you will force them back upon our own people, to wring out of them every dollar that is necessary to sustain them, and instead of doing good to the country, you will injure it by the operation of this Bill. I will not detain the Committee by further remarks, but having had the benefit of some years' experience, and after looking at these questions in all their bearings, I am of opinion that people are mistaken in supposing that differential rates exist. What I call a differential rate, is wherever it can be shown that a company has charged a different rate to different parties between the same points, and under the same circumstances. This practice, wherever it exists, is deserving of public reprobation. It is contrary to law, and ought to be put down,

and I say that with the law on the Statute-book, and with such able propounders of the law as my hon. friend who has this Bill in charge, they cannot fail to get justice. My experience is entirely different with reference to individuals attacking railways. I say that an individual attacking a Railway Corporation or a Government in a court of law, has an enormous advantage, because all the sympathies of the jury are with him, and against the Corporation or the Government, so that I do not believe there is any difficulty in getting redress. My hon. friend who has prepared this Bill, is, I think, deserving of great credit for the labor he has bestowed on this subject, and I believe no one could be actuated by a more conscientious desire in the interests of the people to remedy these great wrongs than he; but I do not believe the time has yet arrived to interfere in this matter. I think we will have to examine into this subject with greater care as they have done in other countries; and we may have to appoint a Commission to take evidence with power to bring all these railway corporations before them, and by sworn testimony ascertain the fact whether or not these differential rates do exist. I think the time to make the changes proposed by this Bill has not arrived, and that we should not adopt it without further examination.

Mr. MITCHELL.—I am not going to occupy the time of the Committee beyond a few minutes, in which I will state my views in regard to this matter. Up to this time I have been very uncertain about the course I should take on this question. I have approached the consideration of this subject with a view of doing what I think is right in the best interests of the country. But when I look around and see that there are two great railway corporations in this country, one of which is in its infancy, and the other in its strength, and when I see that they are absorbing every railway from the Atlantic to the Pacific, I think it is time something was done to protect us from the dangers of this threatening monopoly. If we do not check this large corporation which is yet in its infancy, and the other corporation which has assumed such gigantic proportions, what will we do when they have joined hands, and when one of them will have possibly swallowed up the other. The result of the growing power of these two corporations will, in all probability, be that after fighting each other for a time they will join hands and will sit upon the public, not caring that the public interests are served so long as they can further their own interests. I have listened with a good deal of interest to the remarks of the hon. Minister of Railways, and when I saw him conferring with the hon. Premier I expected there would have been an authoritative statement that the Government would take this matter up. My course then would have been clear, and I would have voted against this Bill. I am not quite sure that I understood the hon. Minister of Railways rightly, but I did not understand him to say that a Commission of this kind would be appointed for the purpose of ascertaining what are the real facts of the case. There has been a denial of the existence of those evils in railway management which have been stated, and there has been an admission of those evils. I think, therefore, that this is one of those cases in which the Government should appoint a Commission to take evidence, to examine into the question, to hear every one who chooses to come before them, and then they could bring down a measure assuming such powers as would prevent the existence of these evils. But there is one point upon which no speaker has yet touched, and that is the safety of life. You can scarcely take up a daily paper in which you will not find reports of deaths on the Grand Trunk, or on the Canada Pacific Railway, or some other line, from an accident of some kind. Am I not stating what is true? Every member of the Committee knows it to be a fact. In the papers of this morning I saw a report of an accident on the Grand Trunk in which a man was killed.

Mr. GIROUARD (Jacques Cartier).—Will the Railway Commission stop that?

Mr. MITCHELL.—A Railway Commission would make them adopt greater security for the protection of life than now exists. I say that public sentiment on this question calls upon the Government, if they burk this Bill, to take such steps as will lead to prevent the great destruction of life which takes place upon those railways. In conclusion, I will say that if I am satisfied that the Government intend to ap-

point a Commission to take such steps as will result in having a measure of this kind laid before the House, I shall vote against the preamble of this Bill, if not, I shall support it. Not that I approve of all its details, or can see my way clear to carry it out, but as an expression of opinion, and to force the matter upon the Government.

Mr. BLAKE.—From the first time my hon. friend proposed this measure I have expressed the opinion that it was necessary in the interest of the public and of the railway companies that there should be some enquiry into those questions of fact upon which there has been much dispute, and I believe a good deal of misconception in the public mind. I still believe that this necessity exists, I believe that there is a great deal of misconception with reference to the question of through rates, and I am unable to reconcile my hon. friend's views on this point with my own. He stated, for instance, that he deemed it proper to include within the operation of this Bill, freights from Liverpool to Toronto; that is, from a point outside to a point inside the Dominion. If this is done, I say it is impossible for you to exclude from the operation of this Bill through rates of the other class, that is, rates from a point outside of the Dominion to another point outside the Dominion. As I understand it the Bill proposes that from Montreal to Winnipeg the same rate will be charged as from Toronto to Winnipeg, and so from Liverpool to Toronto the same rate will be charged as to Montreal. With reference to the question of discriminating rates having been given between individuals under similar circumstances, we have the absolute statement of Mr. White, that he knows of cases in which this has been done. We want to understand whether these particular cases are in all particulars, direct cases of the transportation of freight of a like character, between like points, and under similar circumstances. That is the real question. I was anxious that this Bill should have been referred at an early day in the Session, to a small Select Committee where it might have been more fully discussed. I think the temper of this Committee and the state of public business indicates that we could not go further with the enquiry this Session; and probably the most satisfactory mode of dealing with the matter would be that indicated by the Minister of Railways, namely, to appoint a Commission from the Crown to sit during the recess and take evidence from railway companies and from individuals on this question. I think it is important that we should know what are the real practical grievances upon which we are going to legislate, before we do legislate, because everybody admits that the legislation which is proposed is of an exceptionally far-reaching character. Before we apply the remedy we ought to know what the extent of the wrong is. I hope, therefore, with the hon. member for Northumberland, that the indication given by the Minister of Railways will be carried out, and that the public mind, which the Minister of Railways must admit is to some extent agitated upon this subject, and which I believe, is subject to considerable misconception upon this question, will be satisfied by a full, fair, and exhaustive examination into the relations between these great corporations and the public. My hon. friend from North Simcoe has not made any proposition as to what shall be done with the Bill. I should have thought he would have proposed a reference to a Committee. I do not think the statements made in the preamble can be proven. I would have preferred a reference to a Sub-Committee if it had been feasible, but owing to the state of business it is not feasible, and I think the only practical method of disposing of the Bill is by referring the whole question to a Commission.

Mr. MCCARTHY.—If the Government will give the assurance my hon. friend has spoken of, I will be very happy to withdraw the Bill. I believe it will be a great step in the right direction. I have no fear that the substantial truth of the statement in the preamble will be found to be true. But I cannot accept the alternative suggestion of a Sub-Committee, because it seems to me utterly impossible that any progress could be made in a Sub-Committee at this advanced stage of the Session.

Mr. MACKENZIE.—If the recommendation to the Government is to institute an enquiry to elicit facts which would justify the establishment of a Commission, I am opposed to it; I am opposed to any interference by the Government in commercial

transactions that can be at all avoided. I believe that railway companies are better able to deal with those questions than any board of three Commissioners, no matter how much common sense any of its members may have. I oppose the Bill as well upon the ground of the influence it may have upon the capital of the country. I am not, as a rule, favorable to the appointment of Government Commissions, especially when we would be practically appointing a Commission—as has been done on former occasions—to cover up the work, or the want of activity of the Government.

Mr. MITCHELL.—In reply to the remarks made by the hon. member for East York (Mr. Mackenzie), I wish simply to say that my object in making the suggestion was for the purpose of having a Commission appointed to ascertain the facts and gather evidence, but to commit no one to any policy.

Continued

THE KING'S COUNTY, P.E.I., ELECTION CASE.

MINUTES AND REPORT

OF THE

COMMITTEE ON PRIVILEGES AND ELECTIONS.

HOUSE OF COMMONS, 6TH MARCH, 1883.

The Committee on Privileges and Elections met at ten o'clock, a.m.

Present:—Messrs. Amyot, Blanchet, Bossé, Cameron (Huron), Casgrain, Colby, Costigan, Davies, Desjardins, Hall, McCarthy, McIntyre, Richey, Robertson, (Hamilton), Royal, Shakespeare, Tupper, (Pictou), White (Cardwell).

The order of reference is read as follows :

HOUSE OF COMMONS, FRIDAY, 9th February, 1883.

Resolved,—That Select Standing Committees of this House for the present Session be appointed for the following purposes, viz. :—

1. On *Privileges and Elections*.
2. On *Expiring Laws*.
3. On *Railways, Canals and Telegraph Lines*.
4. On *Miscellaneous Private Bills*.
5. On *Standing Orders*.
6. On *Printing*.
7. On *Public Accounts*.
8. On *Banking and Commerce*.

9. On *Immigration and Colonization*,—which said Committees shall severally be empowered to examine and enquire into all such matters and things as may be referred to them by the House; and to report from time to time their observations and opinions thereon; with power to send for persons, papers and records.

FRIDAY, 16th February, 1883.

Ordered,—That

Mr. Abbott,
Mr. Amyot,
Mr. Blake,
Mr. Blanchet,
Mr. Bossé,
Mr. Cameron (Huron),
Mr. Cameron (Victoria),
Mr. Casgrain,
Mr. Colby,
Mr. Costigan,
Mr. Curran,
Mr. Davies,
Mr. Desjardins,
Mr. Ferguson (Leeds & Grenville),
Mr. Hall,
Mr. Laurier,
Mr. Lister,

Mr. Mackenzie,
Mr. Macmaster,
Mr. McCarthy,
Mr. McIntyre,
Mr. McIsaac,
Mr. Ouimet,
Mr. Patterson (Essex),
Mr. Richey,
Mr. Robertson (Hamilton),
Mr. Royal,
Mr. Shakespeare,
Mr. Tupper (Pictou),
Mr. Weldon,
Mr. Wells,
Mr. White (Cardwell), and
Mr. Woodworth,

do compose the said Committee on *Privileges and Elections*.

Attest,

J. G. BOURINOT, *Clerk*.

Moved by Mr. Ritchie, seconded by Mr. Desjardins ;
That Mr. Blanchet be elected Chairman.
Carried.
The Committee then adjourned.

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 15th March, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island, election case, met at eleven o'clock a.m.

The Clerk read the order of reference, which is as follows :—

HOUSE OF COMMONS, Monday, 12th March, 1883.

Ordered. That the Return transmitted by Michael McCormack, Returning Officer for the Electoral District of King's County, in the Island of Prince Edward, at the last Election for the said Electoral District, together with all papers attached thereto, be referred to the said Committee on Privileges and Elections; with power to send for persons, papers and records, and to report thereon with all convenient speed.

Attest,

J. G. BOURINOT, *Clerk.*

The Clerk also read the Returns, dated June 27th, 1882, and signed by Michael McCormack, Returning Officer for the last Election for the Electoral District of King's County, Prince Edward Island, which Returns were brought before the House of Commons, on Tuesday, the 20th February last, by the Clerk of the Crown in Chancery :

KING'S COUNTY DISTRICT. }
PROVINCE OF PRINCE EDWARD ISLAND. }

I hereby certify that one of the Members elected for the Electoral District of King's County in pursuance of the within written writ as having received the majority of votes lawfully given is Peter Adolphus McIntyre, of Souris, in King's County, Medical Doctor, and I further certify that James Edwin Robertson, of Montague, in King's County, Medical Doctor, a Candidate at the election held by virtue of the within written writ—appears by the returns from the several Deputy Returning Officers, to have the next highest number of votes given at such election, and it having been represented to me at the summing up of the votes by certain of the electors of the said Electoral District having a right to vote at such election, as appears by the several papers returned herewith and marked respectively with the letters E. F. G. H., and initialed by me, that the said *James Edwin Robertson* at the time of his nomination as a Candidate at such and at the time of the holding such election, was a Member duly elected and returned for the House of Assembly of the Province of Prince Edward Island for the Fourth Electoral District of King's County, and by reason thereof disqualified to be elected or returned as a Member of the House of Commons of Canada at the said Election.

I do hereby further certify that *Augustine Colin MacDonald*, of Montague Bridge, in King's County, Merchant, a Candidate at such election duly qualified has the next highest number of votes lawfully given at such election, and I do further make this Return of and respecting the said *James Edwin Robertson* and *Augustine Colin MacDonald* for the information of all whom it may concern.

Certified,

(Signed),

MICHAEL McCORMACK,
Returning Officer.

(Signed)

R. POPE,

Clerk of the Crown in Chancery.

E.

PROVINCE OF PRINCE EDWARD ISLAND, }
 KING'S COUNTY, }
 GEORGETOWN, TO WIT:—

To Michael McCormack, Esq., High Sheriff of King's County and Returning Officer under the Writ of Election for the Electoral District of King's County, dated the 18th day of May, 1882.

We, the undersigned Electors of the Electoral District of King's County duly qualified to vote at the election for Members to represent the said District in the House of Commons of Canada held on the 20th day of June, 1882, do hereby set forth:

That James E. Robertson is and was on the 16th day of June last disqualified to be a Candidate at the said election because the said James E. Robertson was on the last mentioned day and subsequently thereto duly elected for and returned as a Member for the Fourth Electoral District of King's County for the House of Assembly for Prince Edward Island, which said return is duly endorsed upon a Writ of Election issued on the 15th day of April, 1882, and returned to Provincial Secretary's Office on the 27th day of May, 1882.

That the said James E. Robertson being so disqualified is ineligible as a Candidate or a Member for the said House of Commons, and that his Election is therefore null and void.

That Augustine Colin MacDonald is a Member duly elected for the Electoral District of King's County as having received a majority of votes lawfully given.

Dated at Georgetown this 27th day of June, 1882.

Witness, WM. SANDERSON,
 W. S.,
 W. S.,
 W. S.,
 W. S.,
 W. S.,

ARCHD. J. MACDONALD,
 E. B. MUTTART,
 DENNIS MURPHY,
 THOMAS S. HENRY,
 JOHN ROBERTSON,
 DONALD MCLEOD.

F.

I hereby certify that I have not received from James E. Robertson, Esq., M.D., returned a Member of the House of Assembly of Prince Edward Island for the Fourth Electoral District of King's County, nor from any other person on his behalf, any resignation of the seat of the said James E. Robertson as a Member of the said House of Assembly, nor have I received any notice of any such resignation from the said James E. Robertson nor from any Member or Members of the said House of Assembly nor from any person whomsoever on behalf of the said James E. Robertson.

Dated at Charlottetown this 26th day of June, A.D. 1882, at three o'clock p.m.

T. HEATH HAVILAND,

Lieutenant-Governor of the Province of Prince Edward Island.

Witness, W. W. SULLIVAN, Attorney General.

G.

PROVINCIAL SECRETARY'S OFFICE, PRINCE EDWARD ISLAND, 26th June, 1882.

I hereby certify that the following is a true copy of a return endorsed on the Writ issued on the 15th day of April, 1882, for the Election of two Members to represent the Fourth Electoral District of King's County in the House of Assembly of this Province, and returned to this office by the Sheriff of said County on the 27th day of May, 1882.

"In obedience to the within Writ and in conformity with the Acts of the General Assembly of Prince Edward Island I caused public notice and proclamation to be made. A nomination court was held on Monday the first day of May, 1882. A poll having been demanded, and on Monday the eighth day of May, 1882, polls were taken at the several Polling Divisions for the Fourth Electoral District of King's County, I now return James E. Robertson and Malcolm MacFadyen, Esquires, as having polled a majority of votes, and were declared by me duly elected in accordance with the law to serve as Members in the Lower House of Assembly for the Fourth Electoral District of King's County."

"The answer of

"(Signed), MICHAEL McCORMACK,
"Sheriff of King's County." [L.S.]

"Sheriff's Office," King's County," May 27th, 1882."

ARTHUR NEWBURY, Assistant Provincial Secretary.

H.

Extract from the Royal Gazette, Published by Authority.

CHARLOTTETOWN, PRINCE EDWARD ISLAND, JUNE 3, 1882.

PROVINCIAL SECRETARY'S OFFICE, PRINCE EDWARD ISLAND, 27th May, 1882.

Return of Members elected to serve in the House of Assembly of this Province for King's County, in terms of the Writs of Election, dated 15th day of April, 1882, 4th Electoral District.—*James E. Robertson and Malcolm MacFadyen.*

RECAPITULATION of Votes polled for each Candidate at the several Polling Stations in the Electoral District of King's County, in the Province of Prince Edward Island.

Names of the Polling Stations.	No. of Polling Stations.	Names of Candidates.				Totals.	Ballot Papers.	
		A. C. MacDonald.	P. A. McIntyre.	E. B. Mutart.	J. E. Robertson.		Rejected.	Spoiled and Returned.
Portage Lot 47.....	1	113	126	123	117	247	1	.....
Baltic Lot 46.....	2	72	138	74	103	206	3	.....
Souris East.....	3	69	167	82	147	252	12	.....
Souris Line Road.....	4	26	97	30	71	126	4	3
Rollo Bay Chapel.....	5	57	94	70	81	158	1	.....
Bear River Line Road.....	6	10	108	11	96	120	2	3
Head of Rollo Bay.....	7	55	60	67	48	118	2	.....
Monticello.....	8	10	82	8	77	96	6	2
Head St. Peter's Bay, South.....	9	41	81	38	80	125	3	.....
do North.....	10	53	81	48	81	134	1	1
Webster's Mills.....	11	59	60	61	60	124	1	2
John O'Brien's.....	12	80	58	76	51	134	7	.....
St. Andrews.....	13	38	79	37	80	117	.....	.....
Peake's Station.....	14	41	40	34	33	77	.....	.....
Red House.....	15	39	105	45	99	149	3	.....
Dundas Court House.....	16	64	66	71	64	148	11	1
Angus McCormack's Lot 54.....	17	114	70	86	35	161	1	.....
Head of Cardigan.....	18	87	82	73	95	182	1	7
Findlays.....	19	99	78	50	80	189	11	4
18 Mile Brook.....	20	124	57	109	49	177	1	4
Edmunds.....	21	44	10	31	11	50	.....	.....
Whim Road Cross.....	22	61	37	50	54	109	1	.....
Montague Bridge.....	23	79	69	62	90	160	3	.....
St. Mary's Road.....	24	111	46	107	57	177	4	.....
Sentners.....	25	119	62	103	66	184	4	4
High Bank.....	26	64	42	64	46	112	1	.....
Creightons.....	27	82	66	83	73	143	14	12
Georgetown.....	28	130	63	118	58	191	6	.....
		1,941	2,124	1,954	2,002	4,163	104	43

MICHAEL McCORMACK,
Returning Officer.

June 27th, 1882.

After some discussion Mr. COLBY moved, seconded by Mr. MACMASTER:—

That the Committee do adjourn until Tuesday next, the 27th instant, at ten o'clock a.m., and that J. E. Robertson and A. C. Macdonald reported by the Returning Officer, in his special return for the King's County, Prince Edward Island, Election case, be notified of such meeting in order that they may appear before the said Committee, if they choose to do so.

Motion carried, and the Committee adjourned.

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 20th March, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island, Election case, met at ten o'clock a.m.

Present:—Messrs. Abbott, Amyot, Blake, Blanchet, Bossé, Cameron, (Huron), Cameron (Victoria), Casgrain, Colby, Costigan, Curran, Davies, Desjardins, Hall, Mackenzie, Macmaster, McCarthy, McIsaac, Richey, Robertson, (Hamilton), Shakespeare, Tupper (Pictou), Weldon, Wells, White (Cardwell), and Woodworth.

Mr. BLANCHET in the Chair.

Mr. AUGUSTINE COLIN MACDONALD, and Mr. JAMES EDWIN ROBERTSON, reported by the Returning Officer in his special return for the King's County, Prince Edward Island, Election case, and who had been notified of the meeting to be held to-day, were also present.

Mr. GORMULLY declared that he would act as counsel for Mr. Macdonald.

Mr. ROBERTSON stated that he had no counsel.

Mr. MCCARTHY, from the Committee, moved that the interested parties state the facts of the case.

Mr. AMYOT, from the Committee, then put the following questions to Mr. James Edwin Robertson:—

Q. What was the date of the last General Election for the Local Legislature of the Island of Prince Edward?—The 8th day of May last.

Q. And you were elected on that day for the District of King's?—I was elected for the Fourth Electoral District of King's County, which is divided into five districts. It was a General Election for the House of Assembly for Prince Edward Island.

Mr. MACKENZIE here protested against this mode of proceeding. After some discussion it was moved by Mr. MCCARTHY, seconded by Mr. AMYOT, that James E. Robertson, Esq., M.D., mentioned in the return of the Returning Officer of King's County, Prince Edward Island, be examined by and before this Committee.

Mr. MACKENZIE moved in amendment:—

That the Committee was unprepared to receive any statement which the said James E. Robertson might volunteer to make.

The amendment was lost and the main motion carried.

Mr. AMYOT, from the Committee, then put the following questions to Mr. James E. Robertson;—

Q. On what day did you send your resignation as a local Member elected as aforesaid?—I tendered my resignation on the 12th of June.

Q. To whom did you send your resignation, and in what form?—I sent my resignation to two Members of the House of Assembly for Prince Edward Island, Dr. McLaren and Dr. MacFadyen, in writing and in the form provided by our local law. I delivered personally my resignation to Dr. MacFadyen.

Q. Please state on what day you delivered your resignation to Dr. MacFadyen, and on what day you sent it to Dr. McLaren, and in what form you did so send it?—I delivered my resignation to Dr. MacFadyen personally on the 12th, and carried it to Dr. McLaren's office on the same day expecting to find him in. He was not at home at the time. I left my resignation in his office and enquired of him the next morning, the 13th, if he had received it. He said he did.

Q. What hour of the day was it when you so delivered your resignation?—I cannot say the exact time. It was in the afternoon.

Mr. MCCARTHY, from the Committee, put the following questions to Mr. James E. Robertson:—

Q. Was the election at which you were returned a general election?—It was a general local election.

Q. Had the Legislative Assembly of the Province met prior to the time of holding the general election for the Commons?—No.

Mr. AMYOT, from the Committee, put the following question to Mr. James E. Robertson :—

Q. Was it before or after four o'clock in the afternoon that you so tendered your resignation?—I cannot remember the exact hour; it was in the afternoon.

Mr. McCARTHY, from the Committee, put the following question to Mr. James E. Robertson :—

Q. Will you please state under what provision of the law you purported to offer your resignation?—I resigned under our local law, which enables any member to send his resignation to two members of the House of Assembly, if the Speaker is not elected, or if there is no Speaker, or if he is the Speaker himself.

Mr. AMYOT, from the Committee, put the following question to Mr. James E. Robertson :—

Q. Can you state the form of your resignation?—I cannot give the exact word of my resignation, from recollection. I kept no copy of it.

Q. Was your said resignation sent to the Lieutenant-Governor of Prince Edward Island, and on what day?—I cannot say when my resignation was sent to the Lieutenant-Governor.

Mr. McCARTHY from the Committee, put the following questions to Mr. James E. Robertson :—

Q. Are the polling stations for the Fourth Electoral Division of King's County the same, so far as the portion of the constituency is concerned, as for the electoral Division of King's County?—As far as I can recollect, they are exactly the same.

Q. Please state the polling divisions that are within the Fourth Electoral Division of King's County?—Those polling divisions are, Creightons, High-Bank, Sentners, St. Mary's Road, Montague Bridge, Whim-Road Cross and Edmunds.

On motion of Mr. McCARTHY, the Committee adjourned till to-morrow at 10 o'clock a.m.

J. G. BLANCHET, *Chairman*.

ELIE TASSÉ, *Clerk*.

HOUSE OF COMMONS, 21st March, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island, Election case met at 10 o'clock a.m.

Present: Messrs. Amyot, Blake, Blanchet, Cameron (Victoria), Cameron (Huron), Colby, Curran, Davies, Desjardins, Hall, Laurier, Lister, Mackenzie, Macmaster, McCarthy, McIntyre, McIsaac, Richey, Robertson (Hamilton), Shakespeare, Tupper (Pictou), Weldon, White (Cardwell) and Woodworth.

Mr. BLANCHET in the Chair.

Mr. AUGUSTINE COLIN MACDONALD and Mr. JAMES EDWIN ROBERTSON reported by the Returning Officer, in his special return for the King's County, Prince Edward Island, Election Case, were also present.

The Minutes of the last meeting having been read, Mr. James E. Robertson said he wanted to correct some statements made in the said Minutes. He then said :

"I did not tender my resignation in the afternoon of the 12th of June, but in the forenoon of the 13th and before I was nominated as a candidate for the House of Commons."

He also said :

"I did not deliver my resignation to Dr. MacFadyen, but to Mr. Malcolm MacFayden."

Mr. AMYOT, from the Committee, then put the following questions to Mr. James E. Robertson :—

Q. At the local General Election aforesaid, was the Returning Officer for the Fourth Electoral District of King's the same person who acted as Returning Officer for the Dominion General Election for the Electoral District of King's County, held on the 20th June, 1882?—Yes, the same person.

Q. Can you state on what day the return of your said local election was received at the office of the Colonial Secretary of Prince Edward Island?—I can't state that.

The Clerk of the Crown in Chancery then produced the returns.

Mr. ROBERTSON (Hamilton), from the Committee, put the following question to Mr. James E. Robertson :—

Q. How did it occur to you that you had made a mistake yesterday in stating that your resignation was delivered to Mr. M. MacFayden and Mr. McLaren in the afternoon of the 12th of June?—It was a mistake. I meant "*in the forenoon*" which I intended to say. It was the first thing I did in the morning. Having no memorandum on myself I was under the impression, yesterday, that the nomination day was on the 12th; but, having ascertained that the polling day was on the 20th, I came to the conclusion that the nomination day was necessarily the 13th of June.

Mr. CAMERON (Victoria), from the Committee, then put the following questions to Mr. James E. Robertson :—

Q. When you say you tendered your resignation do you mean that you signed the paper, or that you handed it to the two Members? I wrote the day before my resignation, and handed it to the two Members on the morning of the nomination day.

Q. At what time of the day was it that you signed it, and also that you handed or delivered it to each Member?—I cannot state the exact hour of the day. It was during the forenoon, before eleven o'clock a.m. I signed my resignation the day before.

Q. Did you deliver it to either or both of the two Members before the nomination proceedings for the Dominion Election?—Yes.

Q. Was there any session of the Local Legislature between the election in May, 1882, and the 30th July, 1882?—There was no session.

Mr. McCARTHY, from the Committee, then put the following question to Mr. James E. Robertson :—

Q. Did you at the nomination of the candidates for the Fourth Electoral District of King's, or at the Court then held for opening the election, then deliver a schedule to the Sheriff, containing or purporting to contain the particulars of your qualification, and having or purporting to have, at the foot thereof, the oath of qualification required by law?

Mr. WELDON moved that this question be not put to Mr. James E. Robertson, and the motion was lost on the following division:—

YEAS:—Messrs. Blake, Cameron (Huron), Casgrain, Davies, Lister, Mackenzie, McIntyre, McIsaac, Weldon.—Total, 9.

NAYS:—Messrs. Amyot, Colby, Curran, Desjardins, Hall, Macmaster, McCarthy Robertson (Hamilton), Shakespeare, Tupper (Pictou), White, Woodworth.—Total, 12.

Mr. McCARTHY, from the Committee, then put THE question to Mr. James E. Robertson :—

Q. Did you at the nomination of the candidates for the Fourth Electoral District of King's, or at the Court then held for opening an election, deliver a schedule to the Sheriff containing or purporting to contain the particulars of your qualification, and having or purporting to have, at the foot thereof, the oath of qualification required by law?—The matter is so far away that I cannot remember, and I don't feel disposed to answer.

Mr. WELDON moved, seconded by Mr. DAVIES, that the Chairman be authorized to take the necessary measures to get the following papers:—

1. The resignation of James E. Robertson, Esq., M.D., as a Member of the House of Assembly for the Fourth District of King's County, Prince Edward Island, to Messrs. MacFadyen and McLaren.

2. Any notice or certificate sent by Messrs. MacFadyen and McLaren to the Lieutenant-Governor.

3. Any warrant issued thereon by the Lieutenant-Governor for a new writ.

4. The writ for a new election issued thereon and return thereto.

5. The Journals of the House of Assembly of Prince Edward Island of the present Session, showing what persons, and who are sitting and voting as Members, of that House for the said Fourth Electoral District of King's County.

6. Also, all declarations, affirmations and oaths made by any persons before taking their seats as Members of the said Fourth Electoral District of King's County, in the present House of Assembly, pursuant to the provisions of the Acts of Assembly of Prince Edward Island,—or other papers that may be suggested by any member of the Committee.

Motion carried.

Mr. AMYOT also moved for the following papers:—

1. Certified copy of the Writ of Election directed to the Sheriff of King's County in the Province of Prince Edward Island, directing him to hold an election for Members to serve in the House of Assembly for the Fourth Electoral District of King's, said writ being dated 15th day of April, A.D. 1882, together with the return of the Sheriff and of all endorsements thereon, and of all papers connected thereto.

2. Certified copy of the Schedule of qualification of James Edwin Robertson, a candidate for the representation of the said fourth Electoral District of Kings at the local election held under the above writ, and the oath of qualification of said Robertson sworn on the 1st May, A.D. 1882, before M. McCormack, Sheriff of King's County.

3. A certificate under the hand of the Provincial Secretary showing the date on which the return of the said Sheriff to said Writ of Election was received at the Provincial or Colonial Secretary's Office in Prince Edward Island.

4. Certificate showing the date that the Lieutenant-Governor received the resignation of Mr. J. E. Robertson, and from whom?

5. Certified copies of letters or telegrams sent by or by the authority of the Lieutenant-Governor to said Robertson, relative to same, and replies thereto, if any.

Motion carried.

And the Committee adjourned till Thursday, the 29th instant at ten o'clock a. m.

J. C. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 29th March 1883.

The Committee on Privileges and Elections to whom was referred the King's County, Prince Edward Island, Election case, met at 10 o'clock, a. m.

Present: Messrs. Amyot, Blake, Blanchet, Bossé, Cameron (Huron), Cameron (Victoria), Casgrain, Desjardins, Hall, Laurier, Macmaster, McCarthy, McIntyre, McIsaac, Ouimet, Richey, Shakepeare, Robertson (Hamilton), Tupper (Picton), Wells, White, (Cardwell), and Woodworth.

Mr. BLANCHET in the Chair.

The Minutes having been read and approved, the Chairman said the Clerk had telegraphed to the Provincial Secretary of Prince Edward Island for the documents mentioned in the motion made by Messrs. Weldon and Amyot, at the last meeting of the Committee, and that he had received the following answer:—

No. 1.]

" CHARLOTTETOWN, P.E.I., 22nd March, 1883.

" To ELIE TASSÉ, *Clerk of Committee on Privileges and Elections*,
 " House of Commons.

" The certified documents asked for by you will be despatched as soon as they can possibly be copied.

" ARTHUR NEWBERRY,
 " *Assistant Provincial Secretary.*"

No. 2.]

" CHARLOTTETOWN, P.E.I., 23th March, 1883.

" To ELIE TASSÉ, *Clerk of Committee on Privileges and Elections*,
 " House of Commons.

" Certified documents asked for mailed 26th. Probably crossed Straits yesterday.

" ARTHUR NEWBERRY,
 " *Assistant Provincial Secretary.*"

The CHAIRMAN said he had not yet received the documents, and the Committee adjourned till Wednesday, the 4th of April, at 10 a.m.

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 4th April, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island Election case, adjourned till Tuesday, the 10th instant, at 10 a.m., as there was no quorum, the following members only being present:—Messrs. Amyot, Blake, Blanchet, Bossé, Cameron (Huron), Davies, Mackenzie, Macmaster, McIntyre, McIsaac, Ouimet, Tupper (Pictou), and White (Cardwell).

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, Room No. 8, 10th April, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island, Election case, met at 10 o'clock a.m.

Present : Messrs. Amyot, Blake, Bossé, Cameron, (Victoria) Casgrain, Colby, Costigan, Davies, Desjardins, Ferguson (Leeds and Grenville) Hall, Laurier, Mackenzie, Macmaster, McCarthy, McIntyre, Ouimet, Richey, Robertson (Hamilton) Weldon, White (Cardwell), and Woodworth.

Mr. BLANCHET in the Chair.

The Minutes of the last meeting having been read and approved, the Clerk said he had received the following documents concerning the King's County, Prince Edward Island, Election case forwarded by the Hon. Donald Ferguson, Provincial Secretary, Prince Edward Island:—

1st. Writ of Election directed to the Sheriff of King's County, in the Province of Prince Edward Island, commanding him to hold an Election for two Members to serve in the House of Assembly, for the Fourth Electoral District of said County, dated 15th April, 1882.

2nd. Endorsation thereon showing the date upon which the said Writ was received by the Sheriff of King's County.

3rd. The Sheriff's return declaring the two Members therein mentioned duly elected endorsed on said Writ.

4th. Endorsation showing the date upon which the said Writ and the Sheriff's return were received at the Provincial Secretary's Office.

5th. Certificate under the hand of the Provincial Secretary stating that the documents therein referred to are true copies.

6th. Schedule of qualification of James Edwin Robertson, a Candidate at the Local Election, held under the said Writ sworn to before the Sheriff.

7th. Letter from Dr. Robertson to the Lieutenant-Governor, on the subject of his resignation of his seat in the House of Assembly, dated 29th June, 1882.

8th. Letter from the Attorney-General to Messrs. Malcolm McFadyen and Peter McLaren, M.D., on the subject of Dr. Robertson's resignation, dated 3rd July, 1882.

9th. Copy of resignation of James E. Robertson, as a Member of the Fourth Electoral District of said County, addressed to Messrs. McFadyen and McLaren, together with the endorsation thereon showing the date upon which it was received by the Lieutenant Governor.

10th. Notice of Dr. Robertson's resignation, sent by Messrs. McFadyen and McLaren to the Lieutenant-Governor.

11th. Endorsation thereon showing the date upon which it was received by the Lieutenant-Governor.

12th. The Lieutenant-Governor's Order to issue a new Writ for the Election of a Member for the said District, to fill the seat vacated by the resignation of the said Dr. Robertson.

13th. Copy of said Writ.

14th. Endorsation on Writ, showing the date upon which it was received by the Sheriff.

15th. The Sheriff's return declaring the Hon. Samuel Prowse duly elected endorsed on said Writ.

16th. The date upon which the said Writ together with the Sheriff's return endorsed thereon were received at the Provincial Secretary's Office.

17th. Certificate under the hands of the Chief Clerk of the House of Assembly of this Province stating what Members are sitting and voting in the said House this present Session, for the Fourth Electoral District of King's County, and the form of oaths made by them, before taking their seats in said House as required by law.

The CHAIRMAN stated that he had telegraphed to the Provincial Secretary of Prince Edward Island, asking for the envelope covering the copy of the resignation and the notice of Dr. Robertson's resignation sent by Messrs. McFadyen and McLaren, to the Lieutenant-Governor, and that he had received the following answer:—

CHARLOTTETOWN, P.E.I., 7th April, 1883.

"J. G. BLANCHET, M.P.,

" House of Commons.

" The envelope asked for mailed to-day.

" ARTHUR NEWBERRY,

(See Appendix.)

" Assistant Provincial Secretary."

Mr. DAVIES from the Committee, put the following questions to Mr. James E. Robertson:—

Q. Was any protest or objection filed or made against your nomination as a candidate for King's County in the House of Commons, on the day of your nomination?—There was none.

Q. Was there any protest or objection made or published against your nomination prior to the polling day?—There was no protest made, and no objection made or published.

Q. Was any notice published or given to the electors to your knowledge prior to polling day, that you were ineligible for election or incapable of being elected?—None to my knowledge.

Q. Did you ever sit or present yourself to take the oath and your seat in the Local House of Assembly, after your election thereto in May last?—No; I did not.

Mr. WELDON put the following question to Mr. James E. Robertson:—

Q. When was the first Session of the Local Assembly held after the General Election in the month of May, 1882?—The House is in Session now, and was called in March. I don't remember the date.

Moved by Mr. McCARTHY:—That it appears from the statement of James Edwin Robertson, Esquire, made to the Committee, and the papers and documents in evidence before the Committee, that the said J. E. Robertson was, at the time of the holding of the Election for the Electoral District of King's County, the Member in the Legislative Assembly of the Province of Prince Edward Island, for the Fourth Electoral Division of King's County, having been elected as such Member on the 8th day of May, 1882, the return of which was made to the Provincial Secretary on the 27th day of May, 1882.

Be it resolved, that in the opinion of the Committee the said James Edwin Robertson was disqualified and incapable of being a Candidate for or being elected a Member of the House of Commons for the said Electoral District.

Mr. DAVIES moved in amendment:—

That, whereas, by the law of Prince Edward Island, every Candidate for Election as a Member of the House of Assembly is required to be seized or possessed of real or leasehold estate of the value of £50 over and above all encumbrances affecting the same for a period of at least twelve months before the *teste* of the Writ of Election, and by the 12th section of the 19th Vic., cap 21, it is provided that every such Candidate shall, at the time of his nomination, deliver to the Returning Officer a schedule containing the particulars of such qualification, and shall at the same time make oath of the possession of such qualification as therein specified and required. And whereas, by the 75th section of the said Statute it is further enacted that no person shall be capable of being elected a Member of the said Legislature unless he shall, in addition to the possession of the said qualification, before he is presented to take his seat in the House of Assembly take one of the oaths in the schedule to the said Act prescribed for Members, relating to a freehold or leasehold estate as the nature of his qualification may require.

And, whereas, it appears in evidence that no Session of the Legislature of Prince Edward Island was held after the General Local Election of the 8th of May, before the 13th day of June, and the said James E. Robertson was not presented to take his seat in the said House of Assembly, for the 4th Electoral District of King's County, and never did take the oath prescribed by the 75th section, and so comply with the provisions of the law necessary to constitute a person or Member of the said House of Assembly. And, whereas, it further appears in evidence, that before the first meeting of the said House of Assembly a new Writ of Election had been issued for the election of a Member of the 4th Electoral District in the room and stead of James E. Robertson, and that in pursuance of such Writ a new Election was held on the day of July, 1882, and Samuel R. Prowse was elected for the said Fourth Electoral District of King's County, in the House of Assembly, and has since then taken the oaths and his seat in the said House of Assembly, and is now sitting therein as the recognized Member for the said 4th Electoral District of King's County, and that the Local Assembly of the said Province of Prince Edward Island, since its meeting, has not recognized the said James E. Robertson as a Member thereof for the said 4th Electoral District of King's, but has recognized the said Samuel R. Prowse, who was elected in the room and stead of said Robertson as such Member;

Therefore, Resolved, That in the opinion of this Committee, the said James E. Robertson was not a Member of the House of Assembly of Prince Edward Island on the 13th day of June last, within the meaning of the Disqualifying Act of 36 Vict.,

Chap. 2 (1873), and consequently was eligible for election to the House of Commons of the Dominion of Canada.

The amendment being put was lost on the following division:—

YEAS:—Messrs. Blake, Casgrain, Davies, Laurier, Mackenzie, McIntyre, Weldon—7.

NAYS:—Messrs. Amyot, Bossé, Colby, Costigan, Desjardins, Ferguson (Leeds and Grenville), Hall, Macmaster, McCarthy, Ouimet, Richey, Robertson (Hamilton), White (Cardwell), and Woodworth—14.

The main motion was carried on the same division, reversed.

Mr. WELDON moved that, Whereas by the Dominion Election Act, 1874, it is provided how and in what manner Candidates shall be nominated; and it is further provided that if a candidate proposed has been rejected by the Returning Officer for non-compliance with the requirements of the Act, he shall make a report thereof with his return to the Clerk of the Crown in Chancery.

And whereas, after a Candidate has been nominated and declared by the Returning Officer to be a Candidate, his name cannot be withdrawn except by himself, as provided in the twenty-fifth section of the said Act.

And whereas, in and by the fifty-ninth section, the Returning Officer is required after having received the ballot boxes, to proceed to open them as therein directed, and to add together the number of votes given for each Candidate from the statement contained in the several ballot boxes returned by the Deputy Returning Officer, and that "the Candidate who shall on the summing up of the votes be found to have a majority of votes shall be then declared elected."

And whereas, it is further provided by the Act in amendment of the said Act passed in the Session of 1878, that in the case of a recount, the Candidate who shall be found to have a majority of votes on such recount, shall be declared elected.

And whereas it is also further provided that in case of equality of votes, the Returning Officer shall give a casting vote.

And whereas, it appears that Peter Adolphus McIntyre, James Edwin Robertson, Augustine Colin Macdonald and E. B. Muttart were nominated on the thirteenth day of June last as Candidates to represent the Electoral District of King's County, Prince Edward Island, which nominations were received and accepted by the Returning Officer without objection or protest, and the said Returning Officer duly notified and declared to the electors of the said district the names of such candidates.

And whereas, also prior to the day of polling, no protest was made nor any notice given to the electors of the said district that the said James Edwin Robertson was disqualified to be nominated and not capable of being elected a Member of the House of Commons.

And whereas, upon the summing up of the votes by the Returning Officer, pursuant to the said Act, it was found that the said Peter Adolphus McIntyre had 2,124 votes, and the said James Edwin Robertson had 2,002 votes, being a majority of the votes polled at the said Election.

And whereas, the said Returning Officer returned the said Peter Adolphus McIntyre as duly elected, but did not return the said James Edwin Robertson, as it had been represented to him that the said James Edwin Robertson for the reasons set forth in such representation, was disqualified to be elected or returned as a Member of the Commons at the said Election.

And whereas, by reason of the failure or neglect of the said Returning Officer to make a return according to the Act, the electors of the said district have hitherto been deprived of the representatives in the House of Commons, to whom they are entitled, and also deprived them of obtaining the decision of the legal tribunals of the country as to the validity of the said Election or who was entitled to the seat,—

Therefore resolved, that it is the opinion of this Committee that by the "Dominion Election Act 1874," after a Candidate has been accepted as duly nominated by the Returning Officer and declared by him to the electors as such candidate, the

Returning Officer has no power or right to reject such Candidate, or, if he has a majority of votes, upon the summing up of the votes, to refuse to return him as elected.

That it is the duty of a Returning Officer, upon the summing up of the votes, to return and declare elected the Candidate or Candidates who has or have a majority of votes, leaving to any elector dissatisfied therewith to apply by petition to the legal tribunals of the country.

And further resolved, that in the case of the late Election for the District of Kings County, Prince Edward Island, it was the duty of Michael McCormack, the Returning Officer, to have declared and returned that the said Peter Adolphus McIntyre and James Edwin Robertson having been found upon the summing up of the votes at the said election to have a majority of votes were duly elected as members for the said Electoral District in the House of Commons.

Mr. McCARTHY moved in amendment:—

That by virtue of the Act of Parliament of Canada passed in the 36th year of Her Majesty's Reign and entitled "An Act to compel Members of the Local Legislature in any Province where dual representation is not allowed, to resign their seats before becoming Candidates for seats in the Dominion Parliament and which by the Act admitting and constituting the Colony of Prince Edward Island a Province of the Dominion of Canada, is made to apply to that Province, it is enacted that if any Member of the Provincial Legislature in which, by the law of the Province, Members of the Senate or House of Commons are rendered incapable of being elected to, or sitting, or voting in the House of Assembly thereof, shall, notwithstanding his disqualification receive a majority of votes at any such election, such majority of votes shall be thrown away, and it shall be the duty of the Returning Officer to return the person, having the next highest number of votes.

And whereas by the provisions of the Act of the Legislative Assembly of the Province of Prince Edward Island passed in the 39th year of Her Majesty's Reign, and entitled "An Act for securing the independence of General Assembly." Members of the Senate or House of Commons are ineligible as Members of the Legislative Council or House of Assembly, and it is thereby made unlawful for them to sit or vote in the same;

Be it therefore resolved, that in accordance with the said enactment, the majority of votes given for the said James E. Robertson at the said Election, were thrown away, and that it was the duty of the Returning Officer to have returned Augustine Colin Macdonald the candidate having the next highest number of votes, as the Member for the said Electoral District of King's County, and that the return be amended accordingly."

After some discussion,—Mr. Casgrain moved the adjournment of the Committee till to-morrow at ten o'clock, a. m.—Carried.

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 11th April 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island, Election case, met at ten o'clock a.m.

Present:—Messrs. Amyot, Blake, Bossé, Cameron (Huron), Casgrain, Cameron (Victoria), Colby, Costigan, Curran, Davies, Desjardins, Ferguson (Leeds and Grenville), McIntyre, Hall, Jaurier, Mackenzie, Macmaster, McCarthy, McIsaac, Ouimet, Patterson (Essex), Richey, Robertson (Hamilton), Royal, Shakespeare, Weldon, White (Cardwell), Woodworth.

Mr. BLANCHET in the Chair.

The Minutes of the last meeting having been read and approved,—

Mr. WELDON moved that, whereas by the Dominion Election Act, 1874, it is provided how and in what manner Candidates shall be nominated, and it is further

provided that if a Candidate proposed has been rejected by the Returning Officer for non-compliance with the requirements of the Acts, he shall make a report thereof with his return to the Clerk of the Crown in Chancery.

And whereas, after a Candidate has been nominated and declared by the Returning Officer to be a Candidate, his name cannot be withdrawn, except by himself, as provided in the twenty-fifth section of the said Act.

And whereas, in and by the fifty-ninth section, the Returning Officer is required after having received the ballot boxes to proceed to open them as therein directed and to add together the number of votes given for each Candidate from the statement contained in the several ballot boxes returned by the Deputy Returning Officers, and that the Candidate who shall, on the summing up of the votes, be found to have a majority of votes, shall be then declared elected; and whereas, it is further provided by the Act, in amendment of the said Act passed in the Session of 1878, that in the case of a recount the candidate who shall be found to have a majority of votes on such recount shall be declared elected.

And whereas, it is also further provided that in case of equality of votes, the Returning Officer shall give a casting vote.

And whereas, it appears that Peter Adolphus McIntyre, James Edwin Robertson, Augustine Colin Macdonald and E. B. Muttart were nominated on the thirteenth day of June last, as candidates to represent the Electoral District of King's County, Prince Edward Island, which nominations were received and accepted by the Returning Officer, without objection or protest, and the said Returning Officer duly notified and declared to the electors of the said district the names of such candidates.

And whereas, also prior to the day of polling no protest was made, nor any notice given to the electors of the said district, that the said James Edwin Robertson was disqualified to be nominated, and not capable of being elected a member of the House of Commons.

And whereas, upon the summing up of the votes by the Returning Officer, pursuant to the said Act, it was found that the said Peter Adolphus McIntyre had 2,124 votes, and the said James Edwin Robertson had 2,002 votes, being a majority of the votes polled at the said election.

And whereas, the said Returning Officer returned the said Peter Adolphus McIntyre as duly elected, but did not return the said James Edwin Robertson, as it had been represented to him that the said James Edwin Robertson, for the reasons set forth in such representation, was disqualified to be elected or returned as a member of the Commons at the said election.

And whereas, by reason of the failure or neglect of the said Returning Officer to make a return according to the Act, the electors of the said district have hitherto been deprived of the representation in the House of Commons to whom they are intitled, and also deprived them of obtaining the decision of the legal tribunals of the country as to the validity of the said election, or who was entitled to the seat.

Thereupon resolved,—That it is the opinion of this Committee, that by the Dominion Election Act, 1874, after a candidate has been accepted as duly nominated by the Returning Officer, and declared by him to the electors as such candidate, the Returning Officer has no power or right to reject such candidate, or if he has a majority of votes upon the summing up of the votes to refuse to return him as elected.

That it is the duty of the Returning Officer upon the summing up of the votes to return and declare elected the candidate or candidates who has or have a majority of votes, leaving to any elector dissatisfied therewith, to apply by petition to the legal tribunals of the country.

And further resolved, that in the case of the late election for the District of King's County, Prince Edward Island, it was the duty of Michael McCormack, the Returning Officer, to have declared and returned that the said Peter Adolphus McIntyre and James Edwin Robertson having been found upon the summing up of the votes at the said election to have a majority of votes, were duly elected as members for the said Electoral District in the House of Commons.

Mr. McCARTHY moved in amendment,

That by virtue of the Act of the Parliament of Canada, passed in the 36th year of Her Majesty's Reign, and intituled: "An Act to compel members of the Local Legislature in any Province where dual representation is not allowed, to resign their seats before becoming candidates for seats in the Dominion Parliament," and which by the Act admitting and constituting the Colony of Prince Edward Island a Province of the Dominion of Canada, is made to apply to that Province, it is enacted that if any member of the Provincial Legislature in which by the law of the Province, members of the Senate or House of Commons are rendered incapable of being elected to or sitting or voting in the House of Assembly thereof, shall, notwithstanding his disqualification, receive a majority of votes at any such election, such majority of votes shall be thrown away and it shall be the duty of the Returning Officer to return the person having the next highest number of votes;

And whereas, by the provisions of the Act of the Legislative Assembly of the Province of Prince Edward Island, passed in the thirty-ninth year of Her Majesty's Reign and intituled: "An Act for securing the independence of General Assembly," members of the Senate or House of Commons are ineligible as Members of the Legislative Council or House of Assembly, and it is thereby made unlawful for them to sit or vote in the same;

Be it therefore resolved, that in accordance with the said enactment, the majority of votes given for the said James E. Robertson at the said Election were thrown away, and that it was the duty of the Returning Officer to have returned Augustine Colin Macdonald, the candidate having the next highest number of votes, as the member for the said Electoral District of King's County, and that the returns be amended accordingly.

After some discussion, Mr. Cameron (Victoria) moved the adjournment of the Committee till to-morrow at 10:30 o'clock a.m. Carried.

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

HOUSE OF COMMONS, 12th April 1883.

The Committee on Privileges and Elections to whom was referred the King's County, Prince Edward Island, Election Case met at 10.30 a.m.

Present: Messrs. Aymot, Blake, Bossé, Cameron (Huron), Cameron (Victoria), Casgrain, Colby, Costigan, Curran, Davies, Desjardines, Ferguson (Leeds and Grenville), Hall, Laurier, Lister, Mackenzie, Macmaster, McCarthy, McIntyre, Melsaac, Ouimet, Richey, Royal, Robertson (Hamilton), Shakespeare, Wells, White (Cardwell).

Mr. Blanchet in the Chair.

The minutes of the last meeting having been read and approved,

Mr. Weldon moved that whereas by the Dominion Election Act 1874 it is provided how and in what manner candidates shall be nominated, and it is further provided that if a candidate proposed has been rejected by the Returning Officer for non-compliance with the requirements of the Act, he shall make a report thereof with his return to the Clerk of the Crown in Chancery.

And whereas, after a candidate has been nominated and declared by the Returning Officer to be a candidate his name cannot be withdrawn, except by himself, as provided in the twenty-fifth section of the said Act.

And whereas, in and by the fifty-ninth Section, the Returning Officer is required after having received the ballot boxes, to proceed to open them as therein directed, and to add together the number of votes given for each candidate from the statement contained in the several ballot boxes returned by the deputy Returning Officers, and

that the candidate, who shall, on the summing up of the votes be found to have a majority of votes, shall be then declared elected."

And whereas, it is further provided, by the Act in amendment of the said Act passed in the session of 1878, that in the case of a recount, the candidate who shall be found to have a majority of votes on such recount shall be declared elected.

And whereas, it is also further provided that in case of equality of votes the Returning Officer shall give a casting vote.

And whereas, it appears that Peter Adolphus McIntyre, James Edwin Robertson, Augustine Colin Macdonald and E. B. Muttart, were nominated on the thirteenth day of June last, as candidate to represent the Electoral District of King's County, Prince Edward Island, which nominations were received and accepted by the Returning Officer without objection or protest, and the said Returning Officer duly notified and declared to the Electors of the said district, the names of such candidates.

And whereas, also prior to the day of polling no protest was made, nor any notice given to the electors of the said district, that the said James Edwin Robertson was disqualified to be nominated, and not capable of being elected a member of the House of Commons.

And whereas, upon the summing up of the votes by the Returning Officer pursuant to the said Act, it was found that the said Peter Adolphus McIntyre had 2124 votes, and the said James Edwin Robertson had 2002 votes, being a majority of the votes polled at the said election.

And whereas, the said Returning Officer returned the said Peter Adolphus McIntyre as duly elected, but did not return the said James Edwin Robertson, as it had been represented to him that the said James Edwin Robertson, for the reasons set forth in such representation, was disqualified to be elected or returned as a member of the Commons at the said election.

And whereas, by reason of the failure or neglect of the said Returning Officer to make a return according to the Act: the electors of the said district have hereto been deprived of the representatives in the House of Commons, to whom they are entitled, and also deprived them of obtaining the decision of the legal tribunals of the country, as to the validity of the said election, or who was entitled to the seat.

Therefore resolved, that it is the opinion of this Committee that by the Dominion Election Act, 1874, after a candidate has been accepted as duly nominated by the Returning Officer, and declared by him to the electors as such candidate, the Returning Officer has no power or right to reject such candidate, or if he has a majority of votes upon the summing up of the votes to refuse to return him as elected.

That it is the duty of a Returning Officer, upon the summing up of the votes, to return and declare elected the candidate or candidates who has or have a majority of votes, leaving to any elector dissatisfied therewith to apply by petition to the legal tribunals of the country.

And further resolved, that in the case of the late Election for the District of King's County, Prince Edward Island, it was the duty of Michael McCormack, the Returning Officer, to have declared and returned that the said Peter Adolphus McIntyre and James Edwin Robertson having been found, upon the summing up of the votes at the said election, to have a majority of votes were duly elected as Members for the said Electoral District in the House of Commons.

Mr. McCARTHY moved in amendment:

That, by virtue of the Act of Parliament of Canada, passed in the 36th year of Her Majesty's Reign, and intituled "An Act to compel Members of the Local Legislature in any Province where dual representation is not allowed, to resign their seats before becoming Candidates for seats in the Dominion Parliament," and which by the Act admitting and constituting the Colony of Prince Edward Island a Province of the Dominion, is made to apply to that Province, it is enacted that if any Member of the Provincial Legislature, in which by the law of the Province, Members of the Senate or House of Commons are rendered incapable of being elected to or sitting or voting in the House of Assembly thereof, shall, notwithstanding his disqualification,

receive a majority of votes at any such Election, such majority of votes shall be thrown away, and it shall be the duty of the Returning Officer to return the person having the next highest number of votes.

And whereas, by the provisions of the Act of the Legislative Assembly of the Province of Prince Edward Island, passed in the thirty-ninth year of Her Majesty's Reign, and intituled "An Act for securing the Independence of General Assembly," members of the Senate or House of Commons are ineligible as Members of the Legislative Council or House of Assembly, and it is thereby made unlawful for them to sit or vote in the same.

Be it therefore resolved, that in accordance with the said enactment, the majority of votes given for the said James E. Robertson, at the said election were thrown away, and that it was the duty of the Returning Officer to have returned Augustine Colin Macdonald, the candidate having the next highest number of votes, as the Member for the said Electoral District of King's County, and that the return be amended accordingly.

After some discussion, the amendment was put and carried on the following division :—

YEAS.—Messrs. Amyot, Bossé, Cameron (Victoria), Costigan, Curran, Desjardins, Ferguson (Leeds and Grenville), Hall, MacMaster, McCarthy, Ouimet, Robertson (Hamilton), Royal, Shakespeare, White (Cardwell).—15.

NAYS.—Messrs. Cameron (Huron), Casgrain, Davies, Laurier, Lister, Mackenzie, McIntyre, Wells.—8.

The amendment being then put as main motion, was carried on the same division, reversed, with the exception of Mr. Colby, who voted in the affirmative.

Mr. Casgrain moved the adjournment of the Committee till to-morrow, at 10.30 a.m.—Carried.

Before the adjournment, the Chairman stated that he had received from the Assistant Provincial Secretary of Prince Edward Island, the envelope covering the copy of the resignation, and the notice of Mr. Robertson's resignation sent by Mr. M. McLaren and McFadyen to the Lieut.-Governor.

[See Appendix.]

ELIE TASSE, Clerk.

J. G. BLANCHET, Chairman.

HOUSE OF COMMONS, 13th March, 1883.

The Committee on Privileges and Elections, to whom was referred the King's County, Prince Edward Island Election Case, met at 10.30 a.m.

Present.—Messrs. Amyot, Cameron (Huron), Cameron (Victoria), Casgrain, Colby, Costigan, Curran, Davies, Desjardins, Hall, Laurier, Mackenzie, McCarthy, Macmaster, McIntyre, Ouimet, Richey, Robertson (Hamilton), Weldon, Wells, Shakespeare, White (Cardwell).

The Minutes of the last meeting having been read and approved, Mr. McCarthy moved the adoption of the following report :—

COMMITTEE ON PRIVILEGES AND ELECTIONS.

The Committee to whom was referred the Return transmitted by Michael McCormack, Returning Officer for the Electoral District of King's County, in the Island of Prince Edward, at the last Election for the said Electoral District, together with all papers attached thereto, present their report, which is as follows :

Your Committee examined James E. Robertson, Esquire, the candidate at the last Election for the Electoral District of King's County, Prince Edward Island, named in the said Return, and your Committee also procured and had produced before it, certified copies of the Writ of Election for the fourth Electoral District of

King's County, whereby the High Sheriff of King's County was required to cause the Electors thereof to select two Members to represent the said Electoral District in the House of Assembly of that Province, which said Writ bears date the fifteenth day of April, 1882, and also certain other papers and documents relative thereto, all of which are herewith, together with the evidence of the said James E. Robertson, certified to your Honourable House.

Your Committee finds that the facts in relation to the matter of the said Election and the alleged disqualification of the said James E. Robertson, established by the evidence of the said James E. Robertson, and the documents material to the enquiry are as follows:—

(a) That the said James E. Robertson was a candidate at the Election for the Fourth Electoral District of King's County, for the House of Assembly, of the said Province, holden on the 1st and 8th days of May, and appears to have been duly elected, and was so returned by the Returning Officer, Michael McCormack, Esquire, holding the said Election, as one of the members of the said Electoral Districts, on the 27th day of May, all in the year 1882.

(b.) At the election for the Electoral District of King's County had for the purpose of selecting two Members to represent the said Electoral District in the House of Commons and which was holden on the thirteenth and twentieth days of June, 1882:—

Peter Adolphus McIntyre, the said James E. Robertson, Augustine C. McDonald and Ephraim B. Muttart, Esquires. were candidates and received the number of votes following, that is to say:—

Peter Adolphus McIntyre.....	2,124
James E. Robertson.....	2,002
Augustine C. MacDonald.....	1,941
Ephraim B. Muttart.....	1,854

(c.) That it was made to appear to the Returning Officer, the said Michael McCormack, to whom the said writ was directed, before or at the time of the declaration, that the said James E. Robertson had been a candidate at and been by him the said Returning Officer returned as one of the members for the fourth Electoral District of King's County for the said House of Assembly, on the said 27th day of May, and that the Lieutenant-Governor of the said Province had not on or prior to the twenty-sixth day of the said month of June, received from the said James E. Robertson, or from any person on his behalf, any resignation of the seat of the said James E. Robertson, as a Member of the said House of Assembly, nor had he received any notice of such resignation from the said James E. Robertson or from any Member or Members of the said House of Assembly nor from any person whomsoever on behalf of the said James E. Robertson.

(d.) That the said Returning Officer thereupon and on the said twenty-sixth day of June, returned as his answer to said Writ that the said James E. Robertson, at the time of his nomination as a candidate as such, and at the time of holding of such election was a member duly elected and returned for the House of Assembly of the Province of Prince Edward Island, for the fourth Electoral District of King's County, and further, that Augustine Colin Macdonald; a candidate at such election, duly qualified, had the next greatest number of votes lawfully given at such election.

(e) That, on the 12th or 13th day of the month of June, and prior to the nomination on the said last-mentioned day, the said James E. Robertson, by a declaration in writing directed to Malcolm McFadyen and Peter McLaren, who were then members of the Legislative Assembly of the said Province, declared his intention to resign as the member of the Fourth Electoral District of King's County as it was, as therein stated his "intention to nominate and run for the Dominion House of Commons at the forthcoming election, to be held on the twenty-first day of June, for King's County, Prince Edward Island."

(f) That, except as hereinafter stated, notice thereof was not communicated to the Lieutenant-Governor until the eighth day of the month of July following, when, by a document, under the hands and seals of the said Malcolm McFadyen and Peter McLaren, bearing date the twenty-sixth day of June, they thereby, "Pursuant to the

provisions of the Thirty-ninth Vic., Cap. 3, notified his Honor the Lieutenant-Governor that the said James E. Robertson, member elect for the Fourth Electoral District of King's County to the House of Assembly of the Province, did, on the 12th day of June, address and deliver to them a written declaration, duly signed by him, of his intention to resign and his resignation of the seat as the member elect of the said Fourth Electoral District of King's County, a copy of which they therewith enclosed."

(g) That on the twenty-ninth day of June, by a letter addressed to His Honor the Lieutenant-Governor of the Province, the said James E. Robertson informed His Honor, the Lieutenant-Governor of the Province, that a protest had been filed against his return as a Member for King's County in the Dominion House of Commons, on the ground that he had not resigned his seat in the Local Legislature, and wherein he informed His Honor that he had the day before the nomination for the Dominion Election duly resigned his seat in the Local Legislature by delivering his written resignation in proper form to Malcolm McFadyen, Esquire, and Peter McLaren, M. D., Members for the House of Assembly, for the fourth and third districts of King's County, respectively, which from all that appears is the first knowledge that the Lieutenant-Governor had of the alleged resignation of the said James E. Robertson.

(h) That no reason has been given or explanation offered to your Committee why the said notice had not been communicated to the Lieutenant-Governor until after the election to the House of Commons had been held other than the statement contained in the letter of the said James E. Robertson of the 29th day of June to the Lieutenant-Governor in the words following, that is to say:

"I presume the reason your honor has not received notice from them of my resignation has been owing to the almost continuous absence from the Island since then of Mr. McFadyen."

(i) Your Committee is of opinion that according to the law of the Province of Prince Edward Island, a member elected to the House of Assembly is not permitted to resign his seat until after the expiration of twenty-one days, exclusive of Sundays and Holidays from the date of the return to the Provincial Secretary of the writs of election by the Returning Officer, and it is further of the opinion upon the authority of a case *in re* the West Riding of Durham, decided by the Courts of Queens Bench in the Province of Ontario (31 U. C. Q. B. 404) upon an Act of that Province similar in terms, that a Member cannot resign his seat prior to the first meeting of the House after a General Election, and that the said attempted resignation of the said James E. Robertson was void and of no effect.

(j) Your Committee is further of the opinion that assuming that the said James E. Robertson did tender to the said two Members of the House of Assembly his resignation on the day named therein, that irrespective of the question arising from the failure of the said two Members, to notify the Lieutenant-Governor thereof, prior to the nomination of Candidates for the Election for the House of Commons, that the said James E. Robertson, was on the said thirteenth and twentieth days of June one of the members of the said Fourth Electoral District of King's County in the said House of Assembly.

(k) Your Committee find that according to the terms of an Act of the Province of Prince Edward Island, intituled "An Act for further securing the independence of the General Assembly of the said Province," passed in 1876, (39 Victoria, chapter 3), that no person who is a member of the Senate or the House of Commons of Canada is eligible as a member of the House of Assembly of the Province, and according to the said law such a person shall not sit or vote in the same during the time he is a member of the Senate or House of Commons of Canada.

(l) Your Committee is of opinion that under the provisions of the Act of 1872, (35 Victoria, chapter 15), intituled: "An Act to compel members of the Local Legislature in any Province where dual representation is not allowed, to resign their seats before becoming candidates for seats in the Dominion Parliament," and of the Act of 1873 (36 Victoria, chapter 2), intituled: "An Act to render members of the Legislative Assembly and Legislative Council of the Provinces now included, and

which may be hereafter included in the Dominion of Canada ineligible for sitting or voting in the House of Commons," that the said James E. Robertson then being a member of the House of Assembly of the Province of Prince Edward Island was ineligible for and disqualified from being a candidate for the representation of the said Electoral District in the House of Commons or being elected a member of the House of Commons.

(m) Your Committee has also had under consideration the question whether the second section of the Act last referred to in the last preceding paragraph is applicable to and in force in the Province of Prince Edward Island.

(n) Your Committee has carefully examined the Order made by Her Majesty in Her Privy Council, dated 26th day of June, 1873, whereby, upon the Address of the Senate and the House of Commons of Canada and of the Legislative Council and House of Assembly of the then Colony of Prince Edward Island, Prince Edward Island was admitted into and became a Province of the Dominion and of the Act of the Parliament, (36 Victoria, chapter 40), providing for the admission of the said Province.

(o) And your Committee finds that by the Act referred to all the Acts of the Parliament of Canada, passed in that Session, or at any former Session, and relating to amongst other subjects, "the Senate and House of Commons, including the proceedings therein and the vacating of seats of members of the House of Commons and the filling of vacancies," was in so far as they were not inconsistent with the provisions of "The British North America Act of 1867," or the said order of Her Majesty in Council admitting the said colony into the Union, made to apply to and to be in force in the said Colony or Province of Prince Edward Island as if it had formed part of Canada when the said Acts were respectively passed.

(p) Your Committee is of opinion that there is nothing in the Order in Council inconsistent with the provisions of the Acts relating to the Senate and House of Commons up to that time enacted, except as to the holding of the first Election in the Province of Prince Edward Island, and that, therefore, the Act of 1872 (35 Vic., Cap. 15) already cited, relating as it does to the Dominion Parliament, was from the time of the admission of the Province of Prince Edward Island in force in that Province.

(q) The second section of that Act is in the words following:—"If any member of a Provincial Legislature shall, notwithstanding his disqualification as in the preceding Section mentioned, receives a majority of votes at any such election, such majority of votes shall be thrown away, and it shall be the duty of the Returning Officer to return the person having the next greatest number of votes, provided he be otherwise eligible.

(r) Your Committee is therefore of opinion that the said James E. Robertson being at the time a member of the House of Assembly of Prince Edward Island, in which Province by the Act thereof already referred to (39 Vic., Cap. 3) it was made illegal for any member of the House of Commons to be elected to sit or vote in the House of Assembly, that according to the express-terms of the section of the Act of 1872, hereinbefore set out that the majority of the votes given for the said James E. Robertson at such Election were thrown away, and that it was the duty of the Returning Officer to return Augustine Colin MacDonald as the candidate, he being otherwise eligible, and having the next highest number of votes, and therefore it recommends to your Honorable House that the return to the Writ of Election be amended accordingly.

12. Your Committee having arrived at the conclusion already stated on the Law relating to, and in its opinion, governing the questions necessary for the determination in discharging the duty imposed on it, finds that it has no discretion, but is obliged to give effect to the Law as your Committee finds it to be.

And the said report was adopted on the following division :

YEAS—Messrs. Amyot, Cameron (Victoria), Colby, Costigan, Desjardins, Hall, MacMaster, McCarthy, Ouimet, Richey, Robertson (Hamilton), Shakespeare, White (Cardwell)—13.

NAYS—Messrs. Cameron (Huron), Casgrain, Davies, Laurier, Mackenzie, McIntyre, Weldon, Wells.— 8.

The Committee then adjourned:

J. G. BLANCHET, *Chairman.*

ELIE TASSÉ, *Clerk.*

APPENDIX.

DOCUMENTS CONCERNING THE CASE.

CHARLOTTETOWN, March 26th, 1883.

SIR,—In compliance with your telegram of the 21st instant, I have the honor to enclose certified copies of papers asked for therein, which are as follows:—

1. Writ of Election directed to the Sheriff of King's County, in the Province of Prince Edward Island, commanding him to hold an election for two members to serve in the House of Assembly for the fourth Electoral District of said County, dated 15th April, 1882.

2. Endorsation thereon, showing the date upon which the said Writ was received by the Sheriff of King's County.

3. The Sheriff's Return declaring the two members therein mentioned duly elected, endorsed on said Writ.

4. Endorsation showing the date upon which the said Writ and the Sheriff's return were received at the Provincial Secretary's office.

5. Certificate under the hand of the Provincial Secretary stating that the Documents therein referred to are true copies.

6. Schedule of Qualification of James Edwin Robertson, a candidate at the Local Elections held under the said Writ, sworn to before the Sheriff.

7. Letter from Dr. Robertson to the Lieutenant-Governor on the subject of his resignation of his seat in the House of Assembly, dated 29th June, 1882.

8. Letter from the Attorney-General to Messrs. Malcolm MacFadyen and Peter MacLaren, M.D., on the subject of Dr. Robertson's resignation, dated 3rd July, 1882.

9. Copy of Registration of James E. Robertson, as a member for the fourth Electoral District of said County, addressed to Messrs. MacFadyen and MacLaren, together with the endorsation thereon, showing the date upon which it was received by the Lieutenant Governor.

10. Notice of Dr. Robertson's resignation sent by Messrs. MacFadyen and MacLaren to the Lieutenant-Governor.

(11) Endorsation thereon showing the date upon which it was received by the Lieutenant-Governor.

(12) The Lieutenant-Governor's order to issue a new writ for the election of a member for the said district to fill the seat vacated by the resignation of the said Dr. Robertson.

(13) Copy of said Writ.

(14) Endorsation on Writ showing the date upon which it was received by the Sheriff.

(15) The Sheriff's Return declaring the Honorable Samuel Prowse duly elected, endorsed on said Writ.

(16) The date upon which the said Writ, together with the Sheriff's Return endorsed thereon, were received at the Provincial Secretary's Office.

(17) Certificate under the hand of the Chief Clerk of the House of Assembly of this Province, stating what Members are sitting and voting in the said House this present Session, for the fourth Electoral District of King's County, and the form of Oaths made by them before taking their seats in said House, as required by law.

I have the honor to be, Sir, your obedient servant,

DONALD FERGUSON, *Provincial Secretary.*

ELIE TASSE, Esq., Clerk of Committee of Privileges and Elections.

House of Commons, Ottawa.

(Copy of Writ of Election.)

DOMINION OF CANADA, } VICTORIA by the Grace of God of the United Kingdom of
 Province of } Great Britain and Ireland, QUEEN Defender of the
 Prince Edward Island. } Faith, etc.

[L.S.]
 Signed,

To the Sheriff of Our County of King's County, in Our
 Province of Prince Edward Island.

T. HEATH HAVILAND,
 Lieut.-Governor.

GREETING:—

These are to authorize, command and empower you forthwith, upon receipt hereof to make or cause to be made Public Notice and Proclamation in some of the most public places within the Polling Divisions for Our Fourth Electoral District of King's County, thereby giving notice to Our loving subjects being duly qualified by law to vote for Members to serve in the House of Assembly, for Our said Fourth Electoral District of King's County, to appear before you to nominate, elect and choose two able and discreet men for business, to represent Our said Fourth Electoral District of King's County in the House of Assembly for our said Province of Prince Edward Island: And, we do further authorize, command and empower you to hold your Court for the commencement of such Election at the Supreme Court House, in Georgetown, in Our said County of King's County, on Monday, the 1st day of May next coming, between the hours of ten and twelve of the clock, in the forenoon of of the same day; And We do command you, that in conducting the said Election, you do, in every respect, conform yourself to the provisions of an Act of Our General Assembly of Our said Province, made and passed in the nineteenth year of Our Reign, intituled: "An Act to increase the number of Members to serve in the General Assembly, and to consolidate and amend the laws relating to Elections," and also in accordance with "The Elections Amendment Act, 1882," and also in accordance with the provisions of all other Acts of our said General Assembly of Our said Province in amendment of, or in addition to the foregoing recited Acts, or relating to the Elections of Members to serve in the House of Assembly of Our said Province of Prince Edward Island; and We do further command you that you do return the names of the persons elected as aforesaid, together with this Writ, and what you have done in consequence thereof, under your hand and seal to us at Charlottetown, in Our said Province of Prince Edward Island, on Tuesday, the Fourth day of July next ensuing. Hereof fail not at your peril.

WITNESS, Our Trusty and Well-Beloved, the Honorable Thomas Heath Haviland, Q. C. Lieutenant-Governor in and over our said Province of Prince Edward Island, at Charlottetown, in our said Province, this Fifteenth day of April, in the year of Our Lord, one thousand eight hundred and eighty-two, and in the forty-fifth year of Our reign.

By His Honor's Command,

(Signed) DONALD FERGUSON,

Provincial Secretary.

(Copy of endorsement)

Received April 17th, 1882.

(Signed) MICHAEL McCORMACK, Sheriff.

(Copy of endorsement.)

In obedience to the within Writ and in conformity with the Act of the General Assembly of Prince Edward Island, I caused public notice and proclamation to be made.—A Nomination Court was held on Monday the first day of May 1882.—A Poll having been demanded and on Monday the eighth day of May 1882 polls were taken at the several polling divisions for the Fourth Electoral District of King's County. I now return James E. Robertson and Malcolm MacFadyen, Esquires, as having polled

a majority of votes, and were declared by me duly elected in accordance with the law to serve as Members in the Lower House of Assembly for the Fourth Electoral District of King's County.

The answer of
(Signed) MICHAEL McCORMACK, L.S.

Sheriff's Office, King's County,
May 27th 1882.

Sheriff of King's County.

(Endorsation.)

(Copy.)

This Writ was returned by the High Sheriff of King's County, at the Provincial Secretary's Office, on the 27th May, 1882, at 2.30 p.m.,

(Signed) ARTHUR NEWBERRY,
Assistant Provincial Secretary.

PROVINCIAL SECRETARY'S OFFICE, P.E.I., March 22nd, 1883.

I, Donald Ferguson, Provincial Secretary of the Province of Prince Edward Island, do hereby certify that the foregoing is a true copy of the Writ of Election directed to the High Sheriff of King's County, in this Province, commanding him to hold an election for two members to represent the Fourth Electoral District of said County, in the House of Assembly of this Province, and dated the fifteenth day of April, A.D. 1882, and of the endorsation thereon, namely: First, the date when the said writ was received by the Sheriff; second, the Sheriff's return thereof to the Provincial Secretary declaring two members duly elected, and third, the date when the writ was returned by the Sheriff at the office of the Provincial Secretary as signed by the Assistant Provincial Secretary. I also certify that the schedule of qualification of James Edwin Robertson (together with the oath thereon administered by Michael McCormack, Sheriff of King's County) is correct.

DONALD FERGUSON, *Provincial Secretary.*

(Copy.)

SCHEDULE OF QUALIFICATION

of James Edwin Robertson, Esq., a candidate for the representation of the fourth Electoral District of King's County, in the House of Assembly, namely, a Lot and House at Montague Bridge, Lot 59, containing ten (10) acres, more or less, bounded on the south by the Montague Road, on the east by land owned by A. C. McDonald and occupied by Joseph Kennedy, on the north by Montague River, on the West by land in the possession of John Robertson, the aforesaid House and Lot being a freehold property.

(Signed),

JAMES EDWIN ROBERTSON.

I, James Edwin Robertson do swear that I am by law qualified to be elected for the fourth Electoral District of King's County, and that the foregoing Schedule doth contain a full, true and particular account, to the best of my knowledge and belief, of the property in respect whereof I claim a right to be elected, and of my title thereto, and that the said property is for my own use and benefit, and is of the value of fifty pounds, or one hundred and sixty two dollars and twenty-two cents, clear, over and above all incumbrances that affect the same, and that the same hath not been granted or conveyed to me fraudulently, on purpose to qualify me to be elected for the said Fourth Electoral District of King's County.

So help me God.

(Signed),

JAMES EDWIN ROBERTSON.

Sworn before me at Georgetown, in King's County, this 1st day of May, 1882.

(Signed),

MICHAEL McCORMACK,

Sheriff of King's County.

I certify that the above is a true copy.

DONALD FERGUSON,

Provincial Secretary.

(Copy.)

CHARLOTTETOWN, 29th June, 1882.

HON. T. HEATH HAVILAND,
Lieut.-Governor, Prince Edward Island.

SIR,—At the Declaration Court held by the Sheriff of King's County, on Tuesday last, a protest was filed by Mr. E. J. Hodgson, against my return as a Member for King's County to the Dominion House of Commons, on the ground that I had not resigned my seat in the Local Legislature.

At the time of filing his protest he produced a certificate signed by your Honor that you had not received up to Monday last, any notice of my resignation.

I deem it due to myself to inform your Honor, that I did, the day before nomination day for the Dominion Election, duly resign my seat in the Local Legislature, by delivering my written resignation, in proper form, to Malcolm McFadyen, Esq., and Dr. Peter McLaren, Members of the House of Assembly, for the 4th and 3rd Districts of King's County, respectively.

I presume the reason your Honor has not received notice from them of my resignation has been owing to the almost continuous absence from the Island since then of Mr. McFadyen.

I have the honor to be, Sir, yours truly,

(Signed) JAMES E. ROBERTSON.

I certify the above to be a true copy.

DONALD FERGUSON, *Provincial Secretary.*

(Copy.)

ATTORNEY-GENERAL'S OFFICE.

CHARLOTTETOWN, 3rd July, 1882.

MALCOLM MCFADYEN, Esq., and PETER MCLAREN, Esq., M.D.

GENTLEMEN,—His Honor the Lieut.-Governor has placed in my hands a communication, dated 29th ultimo, from Mr. James E. Robertson, calling the attention of His Honor to the circumstance that Mr. Robertson "duly resigned" his "seat in the Local Legislature" on the 12th of June last "by delivering" his "written resignation in proper form to Malcolm McFadyen, Esq., and Dr. Peter McLaren, Members of the House of Assembly for the 4th and 3rd Districts of King's County respectively."

The law authorizing a Member to deliver to two Members a declaration of his intention to resign his seat requires that "such two Members upon receiving such declaration shall *forthwith* notify the Lieutenant-Governor thereof under their hands and seals."

His Honor the Lieutenant-Governor has to-day informed me that he has not yet received from you the notification required by law, and I write to direct your attention to the matter by pointing out to you that it is your duty to comply with the law, otherwise you shall be liable to punishment for its breach.

I am, your obedient servant,

(Signed) W. W. SULLIVAN, *Attorney General.*

I certify the above to be a true copy.

DONALD FERGUSON, *Provincial Secretary.*

(A certified copy of Mr. Robertson's resignation.)

To MALCOLM McFADYEN, Esq., and PETER McLAREN, Esq., M.D. :

GENTLEMEN,—I hereby tender my resignation as Member elect of the Fourth Electoral District of King's County, as it is my intention to nominate and run for the Dominion House of Commons at the forthcoming Election to be held the 21st of June, for King's County, Prince Edward Island.

(Signed) JAMES E. ROBERTSON. [L.S.]

Witness :

(Signed) WM. C. WHITE,
" JAS. A. McCALLUM.

MONTAGUE, 12th June, 1882.

(Copy of Endorsation thereon.)

Received by me from Post Office, Charlottetown, Saturday morning, 8th July, 1882.

(Signed) T. HEATH HAVILAND,
Lieutenant-Governor.

I certify that the above resignation and endorsation thereon, by the Lieutenant Governor, are true copies.

DONAND FERGUSON,
Provincial Secretary.

(Copy.)

To the Honorable THOMAS HEATH HAVILAND,
Lieutenant-Governor of Prince Edward Island.

SIR,—We, the undersigned, Members elect of the House of Assembly of this Province, do hereby, pursuant to the provisions of the 39th Victoria, Cap. 3, notify your Honor that James E. Robertson, M.D., Member elect for the Fourth Electoral District of King's County to the House of Assembly of this Province, did, on the twelfth day of June instant, address and deliver to us, the undersigned, a written declaration, duly signed by him, of his intention to resign and his resignation of his seat as a Member elect of the said Fourth Electoral District of King's County, a copy of which we beg to enclose.

Given under our hands and seals this 26th day of June, A.D. 1882.

(Signed) MALCOLM McFADYEN, [L.S.]
" PETER McLAREN. [L.S.]

Witness :

J. A. McCALLUM, }
WM. C. WHITE. }

(Copy of Endorsation on the above.)

Received by me from Post Office, Charlottetown, on Saturday morning, 8th July, 1882.

(Signed) J. HEATH HAVILAND,
Lieutenant-Governor.

I certify that the above notice and endorsation are true copies.

DONALD FERGUSON,
Provincial Secretary.

(Copy.)

Upon the within written notice of the resignation of James E. Robertson, a Member elected to serve in the House of Assembly for the Fourth Electoral District of King's County, let a Writ of Election issue to fill up the vacancy caused by the said resignation within the time required by law.

Dated at Charlottetown, the 8th day of July, A.D. 1882.

(Signed) T. HEATH HAVILAND,
Lieutenant-Governor.

To the Honorable ;
DONALD FERGUSON, Provincial Secretary.

(Copy of Endorsation on the above.)

Received by me at 11 o'clock on Monday, the 10th day of July, 1882.

(Signed) ARTHUR NEWBERRY,
Assistant Provincial Secretary

I hereby certify that the above fiat and the endorsation thereon are true copies.

DONALD FERGUSON,
Provincial Secretary.

(Copy of Writ of Election for one Member to represent the Fourth Electoral District of King's County, in the House of Assembly, in the room of James E. Robertson, resigned.)

Dominion of Canada, } VICTORIA, by the Grace of God, of the United Kingdom of
Province of } Great Britain and Ireland, Queen, Defender of the Faith,
Prince Edward Island. } etc., etc., etc.

[L.S.]

(Signed) T. HEATH HAVILAND,
Lieutenant-Governor. To the Sheriff of our County of King's County, in
our Province of Prince Edward Island:
GREETING :

These are to authorize, command and empower you forthwith, upon receipt hereof, to make or cause to be made Public Notice and Proclamation in some of the most public places within the Polling Divisions of our Fourth Electoral District of King's County, thereby giving notice to our loving subjects being duly qualified by law to vote for members to serve in the House of Assembly for our said Fourth Electoral District of King's County, to appear before you, to nominate, elect and choose one able and discreet man for business to represent our said Fourth Electoral District of King's County, in the House of Assembly for our said Province of Prince Edward Island, in the room of James E. Robertson, Esquire, who has resigned his seat as a member of the said House of Assembly. And we do further

authorize, command and empower you to hold your Court for the commencement of such election at the Supreme Court House, in Georgetown, in our said County of King's County, on Monday, the twenty-fourth day of July instant, between the hours of ten and twelve of the clock in the forenoon of the same day, and we do further command you that in conducting the said election you do in every respect conform yourself to the provisions of an Act of our General Assembly of our said Province, made and passed in the nineteenth year of our reign, intituled, "An Act to increase the number of members to serve in the General Assembly and to consolidate and amend the laws relating to elections," and also in accordance with "The Elections Amendment Act, 1882," and also in accordance with the provisions of all other Acts of our said General Assembly of our said Province, in amendment of, or in addition to the foregoing recited Acts, or relating to the election of members to serve in the House of Assembly of our said Province of Prince Edward Island; and we do further command you that you do return the name of the person elected as aforesaid, together with this Writ, and what you have done in consequence thereof, under your hand and seal, to us at Charlottetown, in our said Province of Prince Edward Island, on Thursday, the thirty-first day of August next coming. Hereof fail not at your peril.

Witness our trusty and well-beloved the Honorable Thomas Heath Haviland, Q.C., Lieutenant-Governor in and over our said Province of Prince Edward Island, at Charlottetown, in the said Province, this tenth day of July, in the year of our Lord one thousand eight hundred and eighty-two, and in the forty-sixth year of our reign.

By command,

(Signed)

DONALD FERGUSON,

Provincial Secretary.

(Signed)

W. W. SULLIVAN,

Attorney-General.

(*Copy of Endorsation on Writ.*)

Received July 10th, 1882.

(Signed),

M. McCORMACK,

Sheriff.

I certify that the above Writ and endorsation are true copies.

DONALD FERGUSON,

Provincial Secretary.

(*Copy of Sheriff's Return, Endorsed on Writ.*)

In obedience to the within Writ and in conformity with the Acts of the General Assembly of Prince Edward Island, I caused public notice and proclamation to be made. A Nomination Court was held on Monday, the 24th day of July, 1882. A poll having been demanded, and on Monday, the 31st day of July, 1882, polls were taken at the several polling divisions for the Fourth Electoral District of King's County. I now return the Honorable Samuel Prowse as having polled a majority of votes, and was declared by me duly elected, in accordance with the law, to serve as a member in the Lower House of Assembly for the Fourth Electoral District of King's County.

The answer of

(Signed)

MICHAEL McCORMACK,

Sheriff of King's County.

Sheriff's Office, King's County, August 16th, 1882.

(Copy of Endorsation on Writ.)

This Writ was returned to me by the Sheriff of King's County, on the 16th of August, 1882, at 10:30 a.m.

(Signed) ARTHUR NEWBERRY,
Assistant Provincial Secretary.

I certify that the above are true copies of the Return made by the Sheriff and the Endorsation made by the Assistant Provincial Secretary on the said Writ of Election therein referred to.

DONALD FERGUSON, *Provincial Secretary.*

HOUSE OF ASSEMBLY,
PRINCE EDWARD ISLAND,
CHARLOTTETOWN, 22nd March, 1883.

I, Archibald MacNeill, Chief Clerk of the House of Assembly of the Province of Prince Edward Island, do hereby certify that the members sitting and voting in this House of Assembly at present as the Representatives for the Fourth Electoral District of King's County, are the Honorable Samuel Prowse and Mr. Malcolm McFadyen, and that the following is a true and correct copy of the Oaths taken by them before taking their seats in this House, on the 20th day of March instant, as required by law.

OATH OF ALLEGIANCE.

"I (A. B.) do sincerely promise and swear that I will be faithful and bear true allegiance to Her Majesty Queen Victoria as lawful Sovereign of the United Kingdom of Great Britain and Ireland, and of this Province, dependent on and belonging to the said Kingdom, and that I will defend Her to the utmost of my power against all traitorous conspiracies or attempts whatever, which may be made against Her Person, Crown and Dignity, and that I will do my utmost endeavour to disclose and make known to Her Majesty, Her Heirs or Successors, all treasons or traitorous conspiracies and attempts which I may know to be against her, or any of them, and all this I do swear without any equivocation, mental evasion, or secret reservation."

"So help me God."

OATH OF QUALIFICATION.

"I (A. B.) do swear that I truly and *bona fide* have such a freehold estate on this Island to and for my own use and benefit, over and above all incumbrances affecting the same, to the value of fifty pounds equal to one hundred and sixty-two dollars and twenty-two cents, as doth qualify me to serve as a member for the Fourth Electoral District of King's County, according to the tenor and true meaning of the Statute in such case made and provided."

"So help me God."

ARCHIBALD MacNEILL.

CHARLOTTETOWN, 7th April, 1883.

SIR,—In response to your telegram of yesterday's date, only just received, I have the honour to enclose herewith the envelope which covered the copy of the resignation

and the notice of Dr. Robertson's resignation sent by Messrs. McLaren and McFadyen to the Lieutenant-Governor, which please safely return.

I have the honor to be, Sir, your obedient servant,

ARTHUR NEWBERRY,
Asst. Provincial Secretary.

J. G. BLANCHET, Esq., M.P.,
Chairman of Committee on Privileges and Elections,
House of Commons, Ottawa.

The following is a copy of the address and postmarks on the envelope referred to above:—

(Address) “ His Honour
 “ Thomas Heath Haviland,
 “ Lieutenant-Governor,
 “ Charlottetown.”

There are two postmarks on the envelope, the one on the front side reading “ Montague Bridge, P.E.I., Jy (date illegible) '82.” The postmark on the reverse side reads “ Charlottetown, Canada, Jy 7, '82.”

The envelope is also endorsed as follows: “ Dr. Robertson's resignation envelope.”

T. H. HAVILAND,
Lieutenant-Governor.

8th July, 1882.

REPORT

Of the Select Committee, appointed by the House of Commons to consider the question of Steam Communication between Prince Edward Island and the Mainland in Winter and Summer.

HOUSE OF COMMONS COMMITTEE ROOM, 18th April, 1883.

Your Committee beg leave to report as follows:—

When Prince Edward Island was admitted into the Union, the following was one of the stipulations on the part of the Dominion Government contained in the terms of Union:

“Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.”

This communication has been maintained in the summer season by the P.E. Island Steam Navigation Company, between Summerside and Shediac, and between Charlottetown and Pictou, calling at Georgetown, and in the winter season, by the steamer *Northern Light* between Georgetown and Pictou and by ice boats between Capes Traverse and Tormentine.

To determine the efficiency of this service in the past, and how communication may be most regularly and efficiently maintained in the future, the Committee carefully examined the records of the trips made by the *Northern Light*, during the seasons she has been on the route, also summoned and examined some of the officers in charge, and find that she performed the following number of trips and failed the number of days marked opposite each season:—

	Number of Round Trips.	Days Failed.
During Season 1877-78.....	31	44
“ “ 1878-79.....	21	30
“ “ 1879-80.....	37	44
“ “ 1880-81.....	45	72
“ “ 1881-82.....	30	54

That on an average there were forty-eight days in midwinter she was unable to effect a crossing.

The daily records kept by the Captain of *Northern Light* and the testimony given by the officers, show that the heavy ice encountered was the cause which compelled him to discontinue crossing in midwinter.

The evidence of the officers examined is also to the effect that the steamer is not sufficient to overcome the difficulties of the winter navigation, and although they suggest slight improvements on her model which would better fit her for the purposes for which she was intended, still are unanimously of opinion that no steamship can be built capable of keeping up continuous communication in midwinter between the Island and the Mainland.

We examined personally several gentlemen of large practical experience in crossing from the Island in the winter season, all of whom confirm the above, and whose evidence is hereto appended.

We next directed our attention to the communication between Cape Tormentine on the Mainland and Cape Traverse on P.E. Island, and we find that this route has been used as a means of communication in midwinter for the last fifty years. The

crossing is effected by means of open boats hauled by hand over floating ice. The evidence of those in charge of the service at that point goes to show that little improvement has been made in this mode of crossing since it was first attempted. That it has been maintained with a good degree of regularity and with but little loss of life or property, but also that the same is susceptible of great improvement at a comparatively small cost.

In view of these facts and in order best to meet the obligations of the Government of Canada, under the terms of Union, and to meet the requirements of the people of Prince Edward Island, to some extent, your Committee recommend as follows:

That the Government adopt Capes Traverse and Tormentine as the points of communication for mails and passengers; all the evidence showing that the communication during the most severe part of the winter season can only be maintained between those points, and that the Government make the present ice boat service as efficient as possible, and to that end would make the following suggestions:—

1. That instead of being let by contract to private individuals this should be, in the future, a Government service.

2. That a larger number of boats and an increased number of men be employed sufficient to enable daily crossings to be made in both directions whenever crossing is practicable.

3. That boat houses be constructed on each side of the straits for protecting and repairing the boats, and for accommodating the men.

4. That stations for observation and signal service be adopted for the guidance of the boats while crossing.

5. That good sized row-boats be provided to assist or relieve the ice boats in open water stretches.

6. Your Committee are also of opinion, from the evidence before them, that a small screw steamer could be used during a considerable portion of the winter in connection with the ice boats, and could be safely docked in the board ice when not at work, and recommend the Government to take measures to test by actual experiment the feasibility of this project.

7. In reference to the summer communication, your Committee further recommend, that in connection with the railway to Cape Traverse and the branch now in course of construction on the Mainland, Piers should be constructed at both Capes, and a steam ferry established for the conveyance of the mails and passengers in the summer season in accordance with the Report of Mr. McLeod, Civil Engineer.

Your Committee find that the mail contract is in the hands of the Prince Edward Island Steam Navigation Company, subsidized by the Dominion Government, and that the boats employed by them to perform this service carry the principal portion of passengers and freight, and that the boats now in use have been doing the work with fair success and regularity (with the exception hereinafter referred to) for the last nineteen years.

That one of the boats of this Company makes daily trips to and from ports of Summerside, Prince Edward Island and Point du Chene in New Brunswick, and the other makes tri-weekly trips from Charlottetown and Pictou, calling occasionally at Georgetown.

That these boats while they may have been sufficient to meet the requirements of the trade of the country, when first placed upon the routes, are now found altogether inadequate to perform the work required of them. It having been shown to your Committee that the exports of Prince Edward Island have very largely increased within the last decade with every prospect of continuing to increase in the future.

That more than two-thirds of the freight carried by said boats goes *via* Summerside and Point du Chene, and thence forwarded by the Intercolonial Railway to its destination.

That the boats of said Company, being driven by paddle wheels, are not capable of contending with ice, and that suitable screw boats could continue crossing about three weeks later in the fall and commence two or three weeks earlier in the spring.

The Ports of Summerside and Charlottetown from their geographical position and excellent harbors, must continue to be the natural and principal outlets for the trade of the Island.

That after the harbors of Summerside, Charlottetown and Shediac are closed in the fall and before they open in the spring, steamers can ply between Georgetown and Pictou or Cape George, for some weeks each season, (several witnesses of considerable experience having expressed the opinion that Cape George is more accessible than Pictou during the winter season.)

For the better accommodation of the largely increased freight traffic between the Island and the mainland we further recommend that a sufficient subsidy be granted to a Company for the purpose of maintaining communication on the present routes and that it be stipulated that good substantial boats be provided to run between Shediac and Summerside, Charlottetown and Pictou, calling at Georgetown and Souris, of sufficient capacity to meet the requirements of increasing trade of the Island.

That at least one of these boats should be a screw boat of such construction as would enable her to run as late in the fall and as early in the spring as a proper regard for the safety of life and property would permit.

That the service between Georgetown and Pictou at present performed by the *Northern Light* be continued, and as the evidence before your Committee goes to show that the *Northern Light* is fast becoming unfit for service, we therefore recommend that another suitable steamer be provided to take her place.

In the interests of the people of Prince Edward Island, your Committee consider that the above suggestions should be carried out with the least possible delay.

All of which is respectfully submitted,

EDWARD HACKETT, *Chairman.*
 FRED'K. DE ST. CROIX BRECKEN.
 JOSIAH WOOD.
 P. A. McINTYRE.
 A. McISAAC.

MINUTES OF EVIDENCE.

Witnesses examined by the Committee.

Hon. Samuel Browse, M.P.P., P. E. Island.
 John T. Jenkins, Esq., M.D., P. E. Island.
 Henry Coombs, Merchant, P. E. Island.
 Hon. G. W. Howlan, Senator, P. E. Island.
 Captain McIlhinney, Ottawa.
 Captain Irving, P. E. Island.
 Hon. R. P. Haythorne, Senator, P. E. Island.
 A. Finlayson, Pilot, *Northern Light*.
 Richard Hunt, Merchant, P. E. Island.
 Hon. J. S. Carvell, Senator, P. E. Island.

OTTAWA, 3rd March, 1883.

The Committee met at 11 o'clock. Hon. Samuel Prowse, of Murray Harbour, P.E.I., called.

By the Chairman:—

Q. You are called to give evidence on the subject of steam communication between Prince Edward Island and the Mainland?—I will make my remarks as briefly as possible, and in doing so would call the attention of the Committee to one point which strikes me forcibly. It is this:—In discussing the question of communication with the Mainland, the public men, not only of the Dominion, but of our own Pro-

vince, ignore to a large extent, the inception of this question. I need not refer particularly to the inducements held out to the Island, but I may say we were opposed to Union as a Province, owing principally, if not solely, to our isolation during six months of the year. We were met in this matter by a declaration that was afterwards embodied in the terms of Union, that our isolation should be overcome, and that we should have efficient steam service for the conveyance of mails and passengers between P.E.I. and the Mainland, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion. When this guarantee was given to us our opposition to Confederation was to a large extent nullified, and we entered the Union upon that basis. At that time, too, it was understood that our tariff would not exceed 15 per cent, as an *ad valorem* duty upon imported goods, and we were assured that every effort would be made to bring about a renewal of the Reciprocity Treaty with the United States, which was of very great importance, and of very great advantage to the Island—perhaps more so than to any other Province of the Dominion. There was no word at that time about a National Policy. Since we have entered the Union our tariff has been raised above 15 per cent. Instead of the Reciprocity Treaty we formerly had with the United States being established, we have, on the contrary, the National Policy, which forces to a large extent, all the Provinces to trade within the Dominion. Then, we are isolated by ice barriers, from dealing with the outside world, and the rest of the Dominion during six months of the year, which is a great hardship. But by the National Policy we are isolated from the rest of the world during the twelve months, and are forced to deal entirely within the Dominion. The Province, in my opinion, would not object to this, provided we had the same opportunity of intercourse with the Dominion that other Provinces have, and which is guaranteed to us by the terms of Union. I cannot see the benefit to be derived by the Committee calling upon myself or anyone else who is not an expert, to testify as to the character of the communication. Still, I would impress upon your minds the absolute necessity of communication, which is our right under the terms of Union. How this is to be accomplished, I will not undertake to say, any further than to remark that the experience we have had with the winter steamer, the *Northern Light*, enabling communication to be kept up a little later in the fall, and to be commenced a little earlier in the spring. As regards the financial success of the Province, I take exception to that, inasmuch as that the disappointment which has been caused merchants and traders have been greater than the benefits that have been conferred upon the Province by that steamer. A great deal was expected from her, and large quantities of freight were delayed in their transportation to the Island. I believe \$10,000 worth is lying idle at Pictou Landing, which would not have been there had we no such steamer as the *Northern Light* to depend upon. For parties interested in trade would have taken care to get their supplies across before the winter set in. The same thing happens on our side of the straits. A large quantity of produce, preserved meal, preserved lobsters, and fish of different kinds is locked up on the Island, which would not have remained there had it not been that the exporters thought it would be carried over by the *Northern Light*—and she has been a failure. This disappointment has been the cause of loss this year; it was the same last year. I am satisfied that if a larger and heavier boat were placed upon that route she would be of a great deal more service to the Island than the *Northern Light* has been. The capacity of the *Northern Light* is limited indeed, and if she made all her regular trips she could not keep the freight sheds clear.

Q. Do you think a stronger and heavier boat could keep up communication later in the fall and earlier in the spring?—Certainly, but it would not carry out the terms of Union as agreed upon.

By Mr. Brecken:—

Q. What sized boat would you propose?—That is a question which it would be only presumption on my part to give an opinion upon. I am not a ship-builder; I have not paid very much attention to the nature of the ice in the Straits, and it would take a very practical and experienced man, who has been accustomed to navigating

the ice for many years—an old and experienced Newfoundland seal hunter, for instance—to speculate upon a matter of this kind. I do not consider myself sufficiently competent to express an opinion upon it.

By Mr. McIsaac :—

Q. Who would be the best witness to give evidence on that point—the captain of the *Northern Light*, and the pilot?—I would suppose them to be pretty competent to give an opinion. At the same time, being interested in the service and receiving salaries from it, they would be naturally anxious to perpetuate a system which would continue their employment.

By Mr. Brecken :—

Q. The pilot is experienced in the navigation of the Gulf?—Yes.

Q. Is there anybody, outside the officers of the *Northern Light*, whose names you could suggest, and whose opinions would be valuable?—No.

By Mr. McIntyre :—

Q. Don't you think witnesses from King's County could give us some information—such as one from Souris, Georgetown, or one from Murray Harbor?—They might be able to express an opinion, but I think any man of ordinary judgment, without experience, would give as good an opinion as these men.

By Mr. Brecken :—

Q. Is it not your opinion that the *Northern Light* has been an advantage, to a great extent?—I mean to say she has been a very great advantage to those who were fortunate enough to have their stuff carried across, but she has been an injury to the Province, especially to those who have had their material placed in store, and had to wait for it to be brought over in the spring.

By Mr. McIntyre :—

Q. But was not this an exceptional winter, commencing earlier than usual?—Yes, but the terms of Union provided that we should have this communication continually.

By Mr. Brecken :—

Q. We want to get from you your views on the present mode of communication, and how it can be improved. Do you think the *Northern Light* has been an advantage?—Yes.

Q. But, not being able to make her trips, she has been a disadvantage to merchants, as they have had their merchandize stored at Pictou, and there it has remained?—Yes.

By Mr. McIntyre :—

Q. What would you suggest in regard to the eastern section of the Island—a large boat, or two of them?—I would only temporarily provide, until the terms of Union can be carried out more efficiently.

Q. How would you proceed to carry them out?—I think it is the duty of the Government to institute some scientific investigation on the subject.

By Mr. McIsaac :—

Q. Do you think there is any way of carrying out the terms of Union?—Yes.

By Mr. Wood :—

Q. Do you think it is possible to maintain communication between the Island and the Mainland at any point during the entire year?—Yes. I think it is possible.

By Mr. Brecken :—

Q. From what point? In regard to that I would not like to express my opinion.

By Mr. Wood :—

Q. You think it is possible that the terms of union can be literally carried out?—Yes.

By Mr. Brecken :—

Q. Is there any other route besides that from Georgetown to Pictou that you could suggest?—I would suggest that there be a scientific investigation by the best scientific men available, who should examine also the terms of Union, and report upon the practical way of carrying them out.

Q. Suppose in the absence of any terms at all we had met here for the purpose of devising the safest and most expeditious mode of communication—what would your keeping out of view the question of a tunnel or bridge suggest?—If the people of the Island had any matured plan for navigating the straits, and keeping up continuous communication winter and summer I believe the Island would not have gone into Confederation.

Q. But we want to know your views as to the best route and the best means of securing communication?—Without any regard to a tunnel or bridge?

Q. Yes.—I would suggest then, so far as my judgment is worth anything—I don't place much value on it—that a very great improvement could be made in the communication by putting on the route to Georgetown a stronger and heavier boat than the *Northern Light*. In addition to that, I would suggest improvements at the Capes, so that with the summer boats we could have communication later in the fall and earlier in the spring.

By Mr. McIsaac:—

Q. Don't you believe the *Northern Light* might be wisely used in testing the routes?—Well, my opinion is that she is scarcely capable now of being used for that purpose.

Q. But as she is doing nothing in the way of accommodating the Island, would it not be a good idea to have her employed in testing the routes?—I am aware that two or three years ago she was ordered up to Cape Traverse, and she made an attempt to get there. She got up as far as Wood Island, one-sixth of the distance up, but could not get any further. It was intended then that she should make the experiment of crossing from Cape Traverse to Cape Tormentine, but she could not make her way there.

By Mr. Brecken:—

Q. It would be a great disappointment to King's County if that route were abandoned?—I think King's County and the whole Island would prefer, of the two, another and a better boat on the route.

Q. They would consider it a great deprivation if it were abandoned now?—Yes. They value it more highly than any improvement to the Cape Traverse route.

Q. Then your opinion is that the service can be improved, and that it should be improved and continued?—Yes, until such time as the terms of Union are carried out.

Q. Have you often crossed the Straits at Cape Traverse?—Three times.

Q. You are a shipowner?—Not now.

Q. You used to be?—Yes.

By Mr. McIsaac:—

Q. Was it in the winter you crossed?—Yes.

By Mr. Brecken:—

Q. Now give us, as shortly as you can, what your views are, looking at the present means of crossing, how that can be improved, and whether a small steamer would be of any advantage or not?—My experience in crossing has not been sufficient to give me an opportunity of forming an intelligent opinion on that matter. When I came across the other day, I considered a steamer would be of no service. We only had a narrow strip of water where a steamer could have been of service, and it was not more than half a mile wide, perhaps not that—I could see no special advantage in a steamer on that occasion. There may be times in the spring and in the early fall or winter, where a steamer would be of service there. But I have not crossed it at such a time as I think a steamer would be of any service.

Q. Then you think there are times when a steamer would be of advantage?—Yes; before the board ice makes. When I came across the other day there was on the New Brunswick side a wall of ice for miles. It was probably aground, and stood not less than six feet above the water.

By the Chairman:—

Q. You have heard about water-boats there?—Yes.

Q. Do you suppose a water-boat or two to assist the ice-boat would be of service?—Yes; an ably manned water-boat on each side might be of service, so that when the open water is on the island side the water-boat then could be used, and when it is on the New Brunswick side the water-boat then might be called into requisition.

Q. In your opinion would a water-boat be better than steam launches?—I am not very well acquainted with what these steam launches are, any further than that an exhibition of a steam launch was given at Charlottetown some years ago, and if that was a proper description of a steam launch I do not think it would be of any practical use.

By Mr. Brecken :—

Q. About sheds, don't you think we should have sheds on each side?—Yes, I do.

Q. What is your opinion as to the pay of the men? They pay them \$32 or \$35 per round trip for two boats, and you may know that very often when they reach the New Brunswick side they are storm-stayed, and are obliged to remain there at their own expense; and often when a man reaches home he has only 50 or 60 cents balance of his pay in his pocket. Don't you think their pay is small?—Yes; and I think the service is not arranged so well for the public benefit as it might be. I would be loth to say that the men should be paid at a higher rate than they offer to do the service for.

Q. In your opinion is it not a very arduous and risky occupation?—Not any more so for those who run the boats than for the passengers.

Q. It is very hard work and there is a great deal of exposure, and the men are at the risk of the weather to a great extent.—Yes.

Q. If they mistake in judging the weather and overtake a storm, it is a very hazardous occupation?—Yes.

Q. And sometimes they have to turn back and retrace their steps?—Yes.

By Mr. Wood :—

Q. Have there been any lives lost there?—Yes.

By the Chairman :—

Q. No lives have been lost there recently?—No.

Q. Do you consider that if the Government were to take that service and have it under Government control, instead of letting it by contract, it would be better carried out?—A great deal would depend upon the kind of man who would have the matter in charge. If he was a good man, with good experience and good judgment, it would be very much better.

By Mr. Wood :—

Q. Which way do you suppose you would get the best men—by placing it under public control, or by contract?—I think under public control.

By the Chairman :—

Q. You would be in favor of the Government taking charge of that service?—I would, because the object of the contractors is to make money. They would provide such accommodation as would prevent too much grumbling, and do it as cheaply as possible to make as much money as possible. The Government would have no such object in view. Their object would be to secure the safety and comfort of the passengers, and the efficiency of the service.

By Mr. Wood :—

Q. You think the service should be under the control of the Government?—I think so.

By Mr. Brecken :—

Q. You do not mean to say that any fault can be found with the present man or men?—No. I think it would be very difficult to get a better man than Mr. Irving to take charge of the service.

By Mr. McIsaac :—

Q. Do you think there is a more accessible point than Pictou, on the Mainland, east of Pictou?—I think Cape George would be a more likely point for the boat to touch at than Pictou, because Pictou is a land-locked harbor, and when the wind is

from the north-east, there is no possible way for the ice to escape from it. When the ice goes down towards Cape George, the straits being wider, it expands, and openings are left for the boat to pass through.

By Mr. Wood:—

Q. If I understand you aright, you think under any circumstances during a part of the winter you would have to cross in boats with mails and passengers?—As a general rule. Possibly some winters a good and efficient steamer might keep up regular communication, but I think it would be an exception to the rule.

By Mr. Brecken:—

Q. What part of the winter—January, February and part of March?—Probably from the 15th of January to the 1st of March.

By the Chairman:—

Q. Have you heard anything about the present condition of the *Northern Light*?—Nothing that I could give as evidence. It is reported that she is in a weak state, and unfit for the service—worn out.

Q. That is the general opinion about her in Prince Edward Island?—That is the opinion there. Why the captain has not forced her into the ice more than he has done this winter.

Q. Is she capable to test the route to Cape George?—From the rumours I have heard I don't think so.

Q. If she was in a good condition would she not be well employed in testing that route?—I should think she would.

By Mr. Brecken:—

Q. Do you know how many trips she has made this season?—No trip since the 3rd or 5th of January; but a great many of the trips she made could have been made by any ordinary craft. She never made a trip at all where there was enough ice to interfere with a sailing vessel.

Q. In a great many trips she had no ice to contend with?—None at all.

Q. I believe the ice set in earlier than usual this year?—Yes; but I learn she went into winter quarters before the ice forced her to do so.

By the Chairman:—

Q. In regard to the summer service, are you aware of its condition, and do you think it has given satisfaction to Prince Edward Island?—I do not think it has given satisfaction to Prince Edward Island; still, I am not so particularly interested in that matter, not living in the centres of trade, where I would observe the efficiency of the service. Parties in Charlottetown would be in a better position to give that information. The service to Georgetown in summer time is not by any means satisfactory.

By Mr. McIntyre:—

Q. How often does the vessel call there?—Once a week, I think.

By Mr. Wood:—

Q. Would it be an advantage for the delivery of mails and for the comfort and convenience of the passengers, to have piers at the Cape, and communication between the Capes in summer time by means of a ferry boat?—I am not prepared to say that it would. In reference to the piers, I am not in a position to express an opinion as to whether they would be practicable.

Q. If they are, would it facilitate mail communication?—Certainly it would, because our exports have to be carried away in a very short time in the fall, and every avenue or outlet is of very great benefit to the Island. When, for instance, potatoes are taken out of the ground, we cannot have avenues enough for our trade.

Q. I do not speak so much of the trade as of the mails and passengers. Do you consider that for them it would be a possible route?—I am not sufficiently posted to express an opinion upon that. The summer mail service, I believe, has given great satisfaction.

By Mr. McIntyre:—

Q. Would it be to the advantage of the Eastern section of King's County that these boats should call oftener at Georgetown and Murray Harbor?—I should say it would be a very great benefit to King's County, and a great want would be supplied.

By Mr. Brecken:—

Q. Don't you think it would be an advantage to the Island if one of the boats of the Steam Navigation Company should be a powerful iron boat? Don't you think our summer boats give up the route earlier than in the interests of the community they should do?—Yes. I think if we had a stronger boat, one that could break up one or two days frost, it would be a very great benefit to the Island. We had one or two days severe frost early this season, and the principal part of our rivers and harbors was frozen over. There was no very severe frost afterwards for two or three weeks. A good steamer could keep the navigation open and not only take away a great deal of produce herself, but leave a channel for sailing vessels to get out.

Q. Are not the last four or five weeks of the navigation of the Island the most important season for exporting produce?—It is the most important as our communication is at present. I do not consider that it would be if we had that continuous communication we want.

Q. Is not the last month, just previous to navigation closing, the most important month in the year for our trade?—Certainly, simply because we know that frost is coming, and if we do not get our exports away in that month they will be there till spring. To give you an illustration of the necessity for winter communication, I may say that during the past two months oats have been worth 60 cents in St. John, and on the Island 35 to 36 cents per bushel. If we could put our produce into St. John at this time of the year instead of being forced to put it in in the fall of the year, it would be a great benefit to the Island and the other Provinces as well. It would regulate the price somewhat. The price in St. John would be lower, and we could get better prices than we do.

By Mr. Wood:—

Q. Did I understand you to express a doubt as to the feasibility of having a branch down to the Cape?—By no means, I think it would be a very great benefit to all concerned to have that branch there.

Q. Don't you think the one necessitates the other—that is, that the building of the branch necessitates the steam ferry across?—No doubt about that.

Q. Would it not in the fall of the year, or early in the spring, enable the people of the Island to get large quantities of their produce there very rapidly if they had such communication—boats that would carry a large amount of freight and run across in an hour—for that matter they might carry a load of cars across, which would be a very expeditious way?—I am not in a position to express an opinion upon a scientific question of that kind. I think it would not be wise to recommend the Government to rush into an extraordinary expenditure without first ascertaining from scientific experts the way in which it can be made effective.

Q. I understand you to say the Government are bound, by the terms of Union, to build that piece of railway?—I don't say under the terms of Union, by any means. What they are bound to do, under the terms of Union, is to give us continuous communication with the Intercolonial Railway and the railway system of the Dominion. If they do it at the cost of one dollar, we will be satisfied; if it costs millions, we cannot help it. That is the opinion of the people of the Island, and it is a live question.

By Mr. Brecken:—

Q. The question is attracting more attention just now than previously?—Than ever it did before.

By Mr. McIsaac:—

Q. Do you think this Committee will tend to promote the object for which the people are agitating?—That will depend a good deal upon the report the Committee will make, and when they make that report. If they make it before the House rises, and if they report the necessity of vigorous action by the present Government, which they have not taken up to the present time, I think it would have a beneficial effect; but, I think, if the Committee recommend expenditure, with a view to the literal fulfilment of the terms of Union, it will be a mistake. I would suggest—and the Committee may take my suggestion for what it is worth—that the Committee recom-

mend the Government to cause a thorough scientific investigation to be made of the whole question, taking the terms of Union as the basis of their recommendations.

By Mr. Brecken :—

Q. We should make no suggestion here?—No suggestion the Committee might make as to the improvement of communication should be given to the Government as a fulfilment of the terms, but I think the Committee would be perfectly justified in recommending that the improvements they suggest should be immediately carried out as a temporary provision.

By Mr. McIsaac :—

Q. Thus enabling the Government to see their way towards fulfilling the terms?—Yes. In the meantime, if they give the Island another boat in place of the *North-ern Light*, and improve the communication of the Capes, they will be justified in taking time to consider what next to do, and to have a thorough investigation.

By the Chairman :—

Q. Do you mean that with reference to the summer service?—I only speak of the winter service.

The Committee then adjourned.

OTTAWA, 5th March, 1883.

The Committee met at 11 a.m. JOHN JENKINS, Esq., M.D., Charlottetown, called and examined.

By Mr. McIsaac :—

Q. Please make a statement giving what you know on the question of steam communication between P.E.I. and the Mainland?—I have just made a few rough notes on the points which I thought to be the most important to consider. I will just take them as they come, and afterwards if any member of the Committee wish to ask me any question I will answer them. I consider there are five points from which winter communication may be made, and they all deserve consideration. In 1867 I was appointed Chairman of a Committee of the Local Legislature to take this subject into consideration, I went in principally to acquire information with regard to two points, because I was not aware then that it would be possible to effect communication at any other points. First, with regard to the route between Souris and Cape George—the information I then obtained was that there was open water during a great portion of the winter between these two points, that the harbor of Souris was open very late in the season, up to the first or second week of February, and that a steamer might get into the shelter of Cape George almost at any time. But the difficulty at that time in regard to the route was that the land route was inaccessible. There was no railway to either points, either to Souris or to the neighborhood of Cape George. Another objection was that the distance by sea was very considerable, and that it was a very open and unsheltered place. At that time too, the depth of water in Souris harbor was small. It was shoal then, but I believe since that it has been deepened.

By Mr. McIntyre :—

Q. There was no breakwater then?—No. The depth of water did not exceed twelve feet. I believe now it is considerably more—so that that difficulty would be got rid of.

By Mr. McIsaac :—

Q. And there has been a railway built since then within fifteen miles of Cape George?—Yes; and a railway also built to Souris; so that in that respect the difficulties would be, to some extent, overcome.

By the Chairman :—

Q. Is there a railway down to Cape George?—No; but within fifteen miles of it. Then I think the objections to that route would be that Souris is further from the centre of trade in P.E.I., and Cape George would be a long distance from that of Nova Scotia. I think the object is to get the communication at as near a point to the centres of trade as possible.

By Mr. McIntyre :—

Q. The distance is nothing?—No, if you can get open water, and there was no doubt in my mind at that time that there was more open water between Souris and Cape George than at any other point. Well, the next point I enquired about was between Georgetown, or some point in that neighborhood, and Pictou. I found that Georgetown Harbor was open very often the greater part of the month of January, and during that time there was a great deal of ice, in ordinary seasons, between that and Pictou. But Murray Harbor was open still longer than Georgetown. Murray Harbor is open nearly the whole year round, it would be to an ice steamer. Then it has the advantage of only allowing vessels of a small draught of water to go in, and that I think would be an insufferable obstacle for the present at all events.

Q. It is not connected by railway with the Prince Edward Island Railway?—Exactly. Then the land route to Murray Harbor would be an objection in regard to the route between Georgetown and Pictou. I think you would be able to get very reliable information from the officers of the steamer, Captain McKay and Captain McElhinney, in regard to the difficulties there. I would only say that I think it would be well for the Committee to look to the point where there is the least distance to go, and where the ice is the least heavy. I think at Georgetown the northern ice comes with the north-east winds and offers an insuperable obstacle to the passage of a steamer.

Q. That is only in the dead of winter though?—Yes.

Q. The same objection can be offered with reference to any portion of the Strait at any period of the year?—Well, the information we obtained is not sufficiently accurate, and I think it would be well if the Committee were to institute enquiries as to the exact thickness of the field ice in different portions of the Straits. A man passes over a field of ice that he says is a foot or fifteen inches thick. It may be more or less. If it is more than nine or ten inches I do not think it is possible for a man, by walking over it, to tell what it is.

By the Chairman :—

Q. We will be able to get that from the captain?—Yes; in regard to the weight of ice there, I have crossed on the *Northern Light*—but it was comparatively early in the season, in January—and the ice was not very heavy then.

Q. You have spoken of two possible routes?—Yes. Then, there is a route between Crappo or Victoria, and Pugwash. I think to these three routes there is a common objection. The distance is very considerable, and in Victoria there is scarcely a sufficient depth of water. The route in the early part of the season—

Q. I think the engineer, McLeod, refers to that?—Yes, he does in his report. Then the fourth route is between the Capes, Cape Tormentine and Cape Traverse.

Q. What have you to say in regard to that route?—I have crossed that route a great many times, and I have gone up to the Straits with friends and to meet them, and have seen a good deal of the ice in the Straits, and I don't think it is any heavier there than it is at any other point between the Island and the Mainland, which is practicable. I believe the ice at the western end is not so heavy, as a rule, as it is at the eastern end, as the ice there is the ice formed in the Gulf, and it never forms to any great thickness. At the eastern end, when there is a north-east wind, you may have ice coming from the Straits of Belle Isle, heavy northern ice, which is really insuperable. I don't think you get that ice at the western end, except on very rare occasions.

By Mr. McIntyre :—

Q. Would not the prevalence of a north-east wind drive it up there?—No; it does not find its way up there. If it comes there it comes from the west.

Q. I have seen very heavy ice there—as heavy as I have seen anywhere else?—When you examine the ice there you have to do so very carefully. At first appearance it may look like very heavy ice, when in reality it is a cake of ice set up on its edge. It looks like heavy ice, but I don't think you get ice there over three feet thick.

By the Chairman :—

Q. Would you think it possible for a small steam launch to keep up communication during the winter?—I shall come to that directly, when we get the five routes pointed out. The fifth route is between the west point and Richibucto. That has been named to me, and those in favor of it say there is a great deal of open water between those two points. It is only lately I have heard of it, and I have not any reliable information in regard to it, but, from what has been said to me, I think it is worthy of consideration. Senator Howlan is here, he has lived in that neighborhood and can give you more information about it than I can. I merely mention it as having been suggested as practicable. Now, in regard to the route between the Capes, I think it is practicable, because the ice is no heavier than in other places, and it is lighter than in some places. Secondly, because the distance is very much shorter. You see from board ice it is not a great deal more than seven miles, and if you meet with heavy ice there it will be only in small quantities. The generality of the ice met in crossing is field ice, which is not very heavy. It gets packed on both sides, it comes down in cakes and sometimes is driven on to one side, and sometimes to another. So it is piled up in places to a considerable height, but those places can always be avoided, I think, and the steamer can get through without going into those packs. But my idea of keeping up steam communication is by using the ice boat in conjunction with the steamer, you then have the steamer to run wherever she can, and if she finds the obstacles in her way are insuperable, there is nothing to do but to launch the boat. There will be no difficulty, because the ice that stops the steamer makes no obstacle to the boats, and the the "lolly" that stops the boats offers no obstacles to the steamer, so that by combining the two you go very far towards securing daily communication. I don't think that can be done at any other point, because supposing the steamer met with very heavy ice between Souris and Cape George, she dare not launch her ice boat there, for the ice boat might meet with a great deal of open water and high wind, and it would not be safe. On the other hand, at the Capes, you can always tell where it is possible to launch a boat, and when the steamer is unable to run on, the chances are that it will be in consequence of the presence of solid ice. Therefore, I think if we are ever to require daily communication between the Island and the Mainland in winter, it will be by having a steamer built solely for the purpose, and for no other. I think it would be well for the Committee to divest their minds of any opinion they may have formed as to the capability of the steamer, and not to judge the steamer of the future by the performances of those of the past or present; because I consider a steamer can be built that will just as far outstrip the performances of the *Northern Light*, as the magnificent Cunard steamers which now cross the Atlantic, surpass the little steamer that half a century passed down the Clyde for the first time. I am satisfied that no steamer has yet been built for the express purpose of fighting the ice, and no other. And on that point I would suggest to the Committee that they put themselves in communication with the owners of sealers in Newfoundland. I think if the Chairman would telegraph to Messrs. Meyer & Sons, or any other firm there, and ask them to take the opinions of their most experienced captains of sealers as to the capability of a boat built expressly for the purpose, without regard to cost or to carrying capacity or any other point, but just simply as to the capability to encounter ice, they would get very reliable information. Because it is well known that these sealers are built, not so much for the purpose of fighting the ice, as for carrying a large quantity of seals when they get amongst them—they sacrifice power and strength to that point, because it is necessary for them. It would never pay them to have a vessel capable of going into the ice if she were not able to carry a large cargo when she got there. The consequence is, they have very limited horse power—merely auxiliary engines. A steamer has never been built for the sole purpose of overcoming obstacles to winter navigation.

By the Chairman :—

Q. Is it your opinion that the whole attention of the Government should be directed to the Cape route?—That is my opinion, and it is formed on these considerations: The distance is shorter, and it is possible to see right across.

By Mr. McIsaac:—

Q. Supposing the steamer you propose to ply between the Capes should fail on that route, would she suit the present route?—Certainly. I have thought this matter over a good deal. At first I was rather inclined to the idea that a small steamer would be the best, because she would be handier to turn round; but I think that advantage would be counter-balanced by having a larger steamer with more power and more weight to force the ice down.

By Mr. McIntyre:—

Q. What is the depth of water between the Capes?—From board ice to board ice there is any depth. You will find that in McLeod's Report, the depth in winter is ten fathoms, which is practically unlimited, because no vessel would draw 60 feet of water. Then there is another advantage to which I wish to draw the attention of the Committee. If the Government sees fit, as I think it is probable they will, to run a steamer across there in summer, it would be advantageous to have but one route, and to have no change of route. It was suggested that the *Northern Light*, if she ceases to be able to run at Georgetown, should go to the capes. She attempted to do so, but she could not get there at that time, the long distance between Georgetown and the Capes being too much for her, but, I think it would be a great advantage, especially for mails and passengers, to have one route summer and winter. Moreover, if there is no change in the route, there is no loss of time. Sometimes our mails have been going backwards and forwards for two or three weeks between Pictou and the Capes. When they get to the Capes, they will be telegraphed back to Pictou, and *vice versa*, according to the weather whereas if there was but one route that difficulty would be avoided.

By Mr. Wood:—

Q. In the summer time, when do you get the mail that leaves St. John in the morning?—We get it the same night at Charlottetown. I take it that the steamers that are running now between Summerside and Saediac and Charlottetown and Pictou, are indispensable. When I speak of the Cape route as a summer route, I do not think it would do for a moment to give up the other routes, because there is a very large amount of traffic by them. I am speaking chiefly of the route by the Capes for mails and passengers. For traffic, the other two routes must be kept up, because they are indispensable, in fact, they must not only be kept up, but there is not accommodation enough for the traffic, and there will have to be an extra boat put on at Summerside. I believe the Company has sent home for an extra boat to be used when they cannot keep the traffic clear with the others. I think it would be well if the Government could be induced to hire a sealer to run between Charlottetown and Pictou in the coming winter as long as she can, and then run between Georgetown and Pictou, because there is an immense deal of produce remaining in the Island over winter, which a steamer of that sort would be instrumental in clearing. A sealer has large carrying capacity, and is able to go through a considerable amount of ice and to run a long time after the steamers are obliged to stop, and she would have this advantage over the *Northern Light*, she would take so very much more freight. The *Northern Light*, even when she can cross, can take very little freight, -- so little that really nine-tenths of the shippers don't look to her at all. It is only those who have freight that is perishable, and that must be sent, that ship by her.

By the Chairman:—

Q. Are you aware that the service performed by the Steam Navigation Co. has given satisfaction?—Well, with every Company there will always be a certain amount of grumbling. If a steamer lays over for a day on account of high wind, people will say it is no good. But I think when we come to look dispassionately upon the working of the Company's boats, there is really very little ground for finding fault. It is just this: the Company are paid a certain sum to put on a certain number of steamers. They have put them on, but the trade has increased so largely that now it is found two steamers are not capable of doing the work, and you cannot expect the Company to put on three steamers when they are only subsidized to put on two.

Q. Then you would advocate an increased subsidy?—I think there should be.

Q. If the Company would provide the small boat you refer to would not that do as well as to charter a Newfoundland steamer?—Yes, if the Company would do it.

Q. Would one boat be sufficient in your opinion for that trade in the fall?—No. I think two boats would be very much better, I think there would be work for two. But still if we could get one good boat, with large carrying capacity, she would do a great deal towards clearing the Island of the season's produce. Of course, if there were two boats it would be better. I take it that the *Northern Light* would be run from Georgetown still in the usual way. That would be a help, though not material. If the Company could be subsidized to put on one or two steamers of that sort it would be a very great accommodation to the people of the Island, because there is no doubt you are well aware the season is very short. The farmers no sooner have their crops ripened than they have to thresh out their grain and send it to market and cart off their potatoes to market. That takes very valuable time, which should be occupied by the farmer in improving his farm, in improving tillage and in bringing an increased area under cultivation. When the frost comes he is unable to do anything of this kind, and that is the time when he should take his produce to market. The roads then are hard. They very often use sleighs, and there is no time lost, and it would tend very materially to increase the prosperity of the whole country if the navigation was such that it would enable farmers to attend to the work of their farms during the early months of the fall before the frost comes, and to ship their produce when the frost comes. You see if a man has a large farm, and a large bulk of oats and potatoes to take to market, it takes nearly his whole strength during the earlier part of the season to get them to market, and the consequence is the farm is not properly tilled.

By Mr. McIntyre:—

Q. Should he not take his produce to market before the frost in any case?—No.

By the Chairman:—

Q. I see by the newspapers you have an idea that there should be a third rail on the Island Railway, and a ferry at the Capes?—I am satisfied that can be done. I have had a consultation with Mr. Unsworth on the subject; and he says that with the present sleepers a third rail can be laid down capable of carrying freight, but not the engine. The engine can run on the narrow gauge and draw the broad gauge cars. I believe it is practicable, and I think it would have very beneficial effect on the trade of the Island. In the first place it would give every farmer an opportunity of raising different kinds of produce from what he raises now. He might raise early potatoes on a large scale. The difficulty now with early potatoes is, that there is no market for them after the first few days at Charlottetown. But we all know that if they can be at once sent across to this side they will bring a higher price than they do afterwards. They cannot be sent across now, as they are very perishable, and the knocking about they get on the present routes, sends them to market in such a condition that they are not really saleable. If they can be shipped in a car, and the car sent across, they could be delivered in the markets on the Mainland in good condition, and would bring a much larger price to the farmers. Then there is fresh meat. Now the farmers sell their mutton and lamb to dealers to be carried away alive. That is a very much more expensive process than that of killing them on the Island and sending the meat away in refrigerator cars. Under this latter system the meat would get to market in good condition, and the farmer would get a better price for it. Then, again, with reference to fresh fish. In regard to that Senator Howlan can give you more reliable evidence than I can. But I believe the whole of the fish caught on the Island under that system might be sent away fresh. That would not only secure a much larger price for the fish, but all the cost and delay of curing the fish would be saved, and the fisherman would get his return almost immediately. I think that would be a very great advantage.

Q. Is there anything else that you could suggest in regard to keeping up the communication?—There is one thing in regard to the existing means of communication. I think it might be very much improved. It is scarcely necessary for the Committee to go into that, I think, because I understand the Government have decided to do everything in their power to improve the present means by putting boat-houses at each side, and by the use of water-boats. There is no doubt that the water boat will help very much. I know in 1876, when I was crossing, there was a large party—a number of the members were there, and there were only three boats at that time, and they were over loaded. We came to open water with a gale of wind, and one of the boats was very nearly swamped. If it had not been for Capt. Irving's judicious management in keeping the large boats in such a position as to shelter the smaller boats, it would have gone down. Now, a water-boat would be of great advantage, because, if the men were on hand they would see the necessity of launching at once and rowing across the open water to assist the passengers.

By Mr. Brecken :—

Q. When you speak about a steamer crossing the Straits, is it your opinion that a boat of the tonnage of the *Northern Light*, or of a larger tonnage, would be of service during the winter—during January and February?—Yes; I have crossed more frequently in those months than at any time, and I have seen on the 25th of January nothing but soft, green ice the whole way over. It was not sufficiently strong to carry a boat, but it was too hard to allow oars to go through it. The consequence was we had to boat hook all the way over. I don't think I ever had such a day in my life of hard work. We were from daylight to dark getting across, and we were ten miles down when we did get across. At the same time a steamer might have gone from board ice to board ice without much difficulty.

By the Chairman :—

Q. Have you heard anything about the condition of the *Northern Light*; it is reported that she is not seaworthy?—That report is current. I cannot say what truth there is in it. I spoke to the Minister of Marine and Fisheries, and he says it is not correct.

By Mr. Brecken :—

Q. Does not the price of potatoes depend more upon the market abroad than upon the want of facilities we now have for transporting them?—The price of potatoes, after the ordinary season sets in, does, but I am speaking of early potatoes. They, if transported, would bring a good price.

Q. What produce would there be in the Island that would be ready for market before the difficulties of fall navigation set in. What extent of "summer stuff," as it is called, that may be raised during June, July, August and September, would the Island be a producer of, to warrant such a change, as that of which you speak?—I don't see, in the first place, that there is any necessity to limit it to September, because we have October and November.

Q. But supposing we have daily communication between New Brunswick and Summerside and Nova Scotia and Charlottetown, what would be the advantage to the farmers of the system you propose, so far as it relates to the carrying of their summer stuff?—The advantage to the farmers would be great. They could grow early potatoes and send them to market in a marketable shape, whereas now they cannot. They could also send fresh meat and fish across.

Q. Now assuming that we have daily communication, what would be the saving of time, supposing you had the Cape Traverse route, and boats that would carry cars?—The saving of time would be very considerable, but it is not the saving of time so much as getting the produce to market in good condition that I look at.

Q. But the saving of time is a great consideration?—Yes, it is very great; but I believe the potatoes would bear a higher character if they could be carried in the way I suggest, because by the present mode of communication they are sent in sailing vessels, and they heat and are bruised and injured.

Q. Would you suggest that this third rail should extend all over the Island railway?—I think it should, in time, but at present I don't know that it would be ne-

cessary. You see, the two ends of the Island represented by Georgetown and Summerside, will clear the produce of those two parts; Souris and Georgetown will perhaps for years clear those parts of their produce.

Q. One object in having a gauge uniform with that on the continent would be to save considerable expense in transhipment and breaking bulk?—Yes.

Q. Therefore, if you have not the same gauge on the Island throughout, as you have on the continent, you would not entirely save that trouble and expense?—I think ultimately it should extend to the whole Island, but for the present I think that over the centre portion of the Island would be sufficient.

By Mr. Wood:—

Q. Do you think piers could be made to stand at the Capes?—I have examined Mr. McLeod's report and have been there a good deal in summer, and I think there would be no very great difficulty; of course it would not be a very simple affair. But on the Cape Tormentine side there is, I think, a very good natural harbor. It is formed by a spit of sand that runs out, and on which there is only about a fathom or a fathom and a-half at low water. Upon that the ice grounds, and that would form a protection to the pier. On the Island side the difficulty is not at all considerable because the board ice forms there early in the season, in view of which there would be no danger to the pier. In fact there is a pier there already. It has stood there for a considerable time, although it is a very slight one. You may call it a pier or a wharf, but it is more a pier than a wharf, because it has only one side to it. I may add, with reference to summer communication, that it would be a great advantage to the people of Prince Edward Island, if we had a steamer running between the two nearest points. Prince Edward Island will shortly be a favorite watering place, and it is very desirable that the sea voyage should be as short as possible. A great many people have an objection to the sea, and the first question asked you when you suggest Prince Edward Island is "what is the distance between the nearest points of communication," and when you say "forty miles" the reply to that is that it is too much of the sea for them. As a matter of fact, a great many invalids are deterred from visiting the Island by the long passage. If we had steam communication between the Capes, the sea trip would be only about half an hour, and as a result, a great many people would visit the Island.

Committee then adjourned.

OTTAWA, 7th March, 1883.

The Committee met at 11 o'clock. Hon. GEO. W. HOWLAN, Senator, called.

To the Committee—I want to divide this question into two—winter and summer communication—and with your permission I will take the summer first. When we were about to enter Confederation, the term had expired for which the Steam Navigation Company of Prince Edward Island had a contract. Their boats at that time were about ten years old, and they thought it was hardly fair that we should not give them a new contract. They were anxious to get a contract for twenty years, but I and my colleagues in the Government of the day thought the boats, which were North American build, would not be efficient boats for the work for another twenty years. We considered, though, that as they had gone to the expense of building these boats and had performed the service pretty well up to that time, it would be but just to give them a ten years' extension. That ten years is now up. The *Princess of Wales* was built in 1864 in New Brunswick; the *St. Lawrence* was a blockade runner, and was built in Connecticut in 1863, so that the boats are about twenty years old. The Company is now looking for a new contract—for a farther extension of ten years. I have no hesitation in saying that if the boats were new off the stocks to-morrow morning they would not be fit for the work now doing in Prince Edward Island. When the boats first came there it was just after finishing the line of railway from Shediac to St. John, and the amount of traffic at that time was very small. There was no such thing thought of then as a line of railway on Prince Edward Island. Now, with the line on the Island, and with the line on the other side, a very large

interprovincial trade is being done, and a very large amount of the produce of the farm and of the sea finds its way by the railway and by these steamers across to the markets of Nova Scotia, New Brunswick, and to the nearest markets of Maine and Massachussettes. The strongest illustration I could give as to the difference in traffic then and now would be to point to the fact that when these boats commenced running the first receipts did not amount, per day, to as much as one quarter of what is taken per day at the present time.

By Mr. Wood:—

Q. That is for passengers and freight?—For passengers and freight.

Q. It has increased fourfold?—Yes. Everybody thought the boats were too big at that time, but now look at the boat from Summerside to Shediac: it takes eight schooners beside her to carry the freight, and she goes loaded out to the water's edge every day in the autumn. So much has inter-provincial trade sprung up, and to such an extent, that the people have been sending their goods direct by rail and steamers; that these boats, even if they were new off the stocks to-morrow, would not be such boats as any Government, in the interest of the people, would employ. The boats, in my opinion, ought to be screw boats. Paddle boats cannot work in ice, for the further they get into it, the worse they disable themselves, until, at last, they are disabled altogether. As a consequence, they have to lay up early. Now, this fall, after our boats were laid up, the Boston Steamship Company sent steamers two successive weeks to Charlottetown. They came, and left again, while our steamers were lying at the wharves. Steamers from Halifax also came, loaded, and went back after the boats were laid up. This is no fault of the masters of the boats. It is owing to the fact that the boats are totally unfit for such extreme service, or to carry large cargoes in barrels without a great amount of risk. In my judgment, screw boats, of sufficient capacity, ought to be placed on the route. Such boats would perform a very large portion of the autumn work. If a boat from Boston can come to Charlottetown, load and go out two weeks in succession, late in the season, why could not screw boats of equal draught and power, work between the Island and the Mainland during December and January? They could run to within a fortnight or three weeks as long as the *Northern Light*, and would be able to carry away a large portion of the produce which now has to remain on the Island during winter. In regard to the route between Cape Traverse and Cape Tormentine, I think a handy boat should be put on there as a passenger and mail boat. She would do excellent service.

By the Chairman:—

Q. That is for summer service?—Yes. I think if we had two boats of sufficient capacity—such boats as those that ply between Charlottetown and Boston, or between St. John and Boston—and with a line of railway built to Cape Traverse, and the other line finished to Cape Tormentine, you could have communication not only daily, but twice a-day.

By Mr. McIntyre:—

Q. Do you mean that there should be two boats at the Capes?—No, one—one from Charlottetown to Pictou, and one from Summerside to Shediac.

By Mr. McIsaac:—

Q. Where would the mails be carried?—By the short route between the Capes.

By Mr. Wood:—

Q. What sort of boats would you suggest at the Capes?—A screw boat. You see, the boats we have—the boats built at St. John—are, properly speaking, river boats, and not sea-going boats.

Q. There is just one point before you leave this. If I understand your remarks, might you think the routes between Summerside and Shediac, and between Charlottetown and Pictou, will be the principal freight routes, but the mails should go by the Capes, which would also be a favourite passenger route?—Yes. Now in regard to winter communication I may say I don't think any improvement can be made with the winter steam communication you have now from Georgetown with a boat that draws that draught of water. But it has always appeared to me that the difficulties that stop the steamer running at Georgetown would not be met with in the

Straits, inasmuch as what stops the steamer at Georgetown, if I am well informed upon the point, is the ice pressing in upon the shore and remaining fixed, whilst at the Capes the water is always in motion. Now the *Northern Light* for ice in motion very little improvement can be made upon her. That is what she was intended for. The builder intended her to move in moving ice so that the great difficulty in placing her there is her great draught of water.

By Mr. McIntyre :—

Q. Have you crossed in the *Northern Light*?—I have made three trips in winter.

Q. Did you find the shore ice was the difficulty?—No, I did not find the shore the difficulty, because at the time I crossed the heavy ice had not come down, it was just making.

Q. From your own knowledge you are scarcely in a position to state that the difficulties in running to Georgetown are due to ice packing on the shore?—Yes; I can say that of my own personal knowledge, because the last trip we crossed was just before the one during which they were out so long.

By Mr. McIsaac :—

Q. On what side?—On the Mainland side, round Pictou Island and along the coast from Pictou down.

By the Chairman :—

Q. In the westerly direction?—Yes, in the westerly direction. That was the impression left on my mind.

By Mr. McIsaac :—

Q. And it was difficult to get into Pictou?—Yes; we got up only as far as the light at Pictou. I think the boat did well in loose ice; but when she came to firm ice she did not show the same capabilities. You see at the Capes you have ice constantly in motion. It is never what may be properly called still. If it is not moving in pieces it is moving as a body with the tide. It is not like board ice. That is what has prompted me to believe that if you had a boat not drawing more than 16 feet of water, you could run her at the Capes, and if she could not run with the ice boats they would always have a place to leave and go to.

By Mr. Wood :—

Q. Does not the board ice extend out to deep water?—Yes, but I have gone across at times when the board ice has been gone, and we had to get right into harness at the fence. This occurred, I remember, one 20th of January; the board ice was all gone.

By Mr. McIsaac :—

Q. Perhaps it had not formed?—Yes, it had; but a heavy south-east storm had removed it.

By the Chairman :—

Q. In mid-winter, when the board ice is there, how would you dock the steamer?—They could not have a better dock than the ice itself. You could moor your boat to the ice anywhere.

Q. But would not moving ice crush the boat?—No; you could cut a dock into the board ice. When the wind is north-west or off the New Brunswick shore, the boat can lay over there, and *vice versa* when the wind is from the other shore. I don't think there would be any danger of the boat being injured by the ice running along, because if the ice was pressed on the shore you would only have to take your boat over to the other side.

By Mr. McIntyre :—

Q. How would she fare when the board ice is breaking up?—If the wind was north-east or north-west she would only have to steam up and provide the best safety she could in open water.

Q. She would have to leave?—She would have to leave. Mr. Yeo will remember a ship that was carried away with the ice, she went round the Island two or three times. A ship or anything in ice will take the centre of the current.

Q. But if there are heavy winds will she?—Yes. This ship was out all winter. They landed several times from her, and finally went out through the Strait of Canso.

By the Chairman :—

Q. Then you would recommend a light steamboat at the Capes for winter service?—Yes. Because I take it the distance is so short there that she could make two trips in the twenty-four hours instead of one, while no boat could make more than one from Georgetown. Then there ought to be provision made from Georgetown for the boat after it is stopped running at Summerside. Summerside harbor closes up with the north-west winds. In fact it never can be trusted beyond the 10th or 20th of November. I think the Summerside boat should go to Georgetown and run from there.

By Mr. McIntyre :—

Q. What do you say about Georgetown?—Shediac Harbor closes up very early from the 1st to the 10th of November. The boat running there should go to Georgetown, between which and Pictou she could run almost as long as the *Northern Light*.

By the Chairman :—

Q. Then they would have two there?—Yes. There would be nothing to prevent them having the two of them. I look at it in this way: The Boston boat came to Charlottetown harbor loaded, went to Halifax and Boston, delivered her cargo and came back. She was a screw boat. If she had been a paddle boat she could not have done it, she would have been disabled. I think these other boats should be screw boats, however. I do not think any boat could be constructed that could perform the winter service always.

By Mr. Brecken :—

Q. You are speaking of the service by the Straits?—Of the winter service generally; but I believe the best place for the winter service is across the Straits, because the ice there is moving and shifting. If you could not go by the steamer you could go by the ice-boats, because what stops the steamer would be favorable to the use of ice-boats, and *vice versa*.

Q. What sized boat would you recommend?—A boat about the size of the *Northern Light*.

By the Chairman :—

Q. Do you know any point further west where a crossing could be made?—In connection with the crossing of the Capes, I was going to say the press alway has been to the eastward. In all the crossings I have ever made we always made westward and never eastward, because the press is down there; the winds being more north-west makes the current down. I have always said, for that reason, and I remember speaking to Captain Irving about it, that—both above and below, but particularly above Cape Traverse, because when the ice comes down it narrows when it gets to the Capes, and is more shaken out above and below—there is a much easier place to get through by a steamer like the *Northern Light* than at the Capes. There is always open water above, I think. About eighteen years ago, one trip we had we landed to the westward more than six miles. We were out eleven hours, but we found a great deal of water above; and I have sometimes thought that a steamer could be run from the board ice at Summerside Harbor to the board ice on the other side; for that reason I always think there would be no difficulty about a boat, so long as she could keep above this point or below it, because, as the ice gets to the point it closes, and as it passes away it shakes out.

By Mr. McIntyre :—

Q. According to that argument, the wider the better?—Yes; the wider the better.

By Mr. Brecken :—

Q. When you get opposite Pugwash it is thirty or forty miles wide; now, supposing that boat were caught in the Straits midway between Tormentine and Traverse, would not there be a danger, from the great pressure of the ice, of forcing her out into the broad part of the Straits?—Yes.

Q. What would be the chances to get back?—The chances would be, that if she was driven by wind she would have to keep steam on to stem the wind, and wait until the gale was over to get back.

Q. Then would not the chances be that she would incur the same risks and delays that she has incurred during the last three seasons in attempting to pass between Georgetown and Pictou?—No; I am still under the impression, as I first stated, that the difficulty in the way of a vessel making her trips from Georgetown is attributable, to a certain extent, to the stationary condition of the ice, whilst in other places you do not have that state. Suppose it is twenty miles from Summerside to Cape Traverse, you have twenty miles of ice which comes down and converges into nine miles, and it must pack up close. After it passes that, it spreads out again, and you have not that state of affairs between Georgetown and Pictou when the boat is stopped.

By Mr. McIntyre:—

Q. Is it not a fact that on the way to Pugwash the *Northern Light* was driven back?—I did not know she ever went there. It was pretty well settled by the Island people and the Government that she would, and they went so far as to put the coal at Cape Traverse, but why she did not go there, I do not know. My opinion is, and I believe the master of the boat came to the conclusion, that she was drawing too great a draught of water, and they did not like to risk her. However, that is only an impression on my mind.

By Mr. Brecken:—

Q. What protection ought she to have when she arrives on the other side; the board ice runs out about a mile, and the ice comes grinding past by the edge of the board ice. What protection ought there to be for her, bearing in mind that in two days consecutively she may not be able to make the same point?—I don't see why she would not be able to make the same point, because if she was working westward for instance, and the tide was running eastward, she could drift down until she came opposite her dock and get into the ice. There would be nothing to prevent her from making her dock if she set out to make it. For that matter you might have one to the eastward and one to the westward, or you might have three, and you could not have a better dock than that.

By Mr. McIntyre:—

Q. Your objection is to the Pictou side, the main shore; what can she do by attempting to land at Cape George?—I do not know anything about that, I am not acquainted with the ice at Cape George.

By the Chairman:—

Q. You think on the whole the best place to keep up winter communication would be at the Capes?—I do.

By Mr. Wood:—

Q. You do not make any reference to what you think is necessary in the shape of piers, or breakwaters at the Capes?—For the summer service, you would have to have piers, there is no doubt about that.

By Mr. Brecken:—

Q. Suppose you had the piers, what chance would they have in the winter?—They would have good enough chances in the winter—they would be all right. The difficulty would be when the ice is going away in the spring.

By Mr. Wood:—

Q. Would piers afford a safe protection for the summer boats during the entire year?—Yes. I don't think there would be any difficulty about the piers. We have demonstrated that. There is no more exposed part of Prince Edward Island than that off Tignish, we have a breakwater there and it is standing now. Nearly all the fishing stations have piers. The shore at Cape Tormentine lies exactly like the north shore of Prince Edward Island. The north-west winds are off shore and the north-east on, so that I do not see any difficulty at all about a pier standing there. An old ship lay there for a good time. I am pretty well acquainted with Cape Tormentine for I had a vessel ashore there—two of them—and got them off. It was late in the fall of the year.

By Mr. McIntyre :—

Q. Would they require to be built a long distance out there to get a good depth of water?—Yes.

Q. Don't you think that in proportion as they go out the danger would increase?—I think you could build out to fifteen feet of water without there being any danger.

By Mr. Becken :—

Q. I think Mr. McLeod suggested the addition of 700 feet to the Cape Traverse wharf?—Yes; but he must be looking to sixteen feet of water. I don't think any captain in such a ship as the *Northern Light* would take her into a place where she had only two feet of water under her. I don't think even 700 feet of a wharf would justify you in taking the *Northern Light* in there.

Q. Is not the present wharf 300 feet?—Yes; and if you add 700 feet it would be 1,000 feet, or about a quarter of a mile. I know the time the Prince of Wales came to Prince Edward Island on the *Hero*, they had to go to Gaspé and stay to get liberty from the Admiralty to go into the Gulf. She was drawing thirty-two feet. I remember the time. I was in the Government and we had some correspondence about it, and the reason given was that they had laid down a rule that as water would break in half its depth, that is that sixty feet of water would break at thirty. The average depth of water in the Straits is about ten fathoms, and she was detained there till she could get liberty to go on. I don't think it would be prudent or safe to take a boat of the draught of the *Northern Light* in there.

Q. What is your idea about a boat to take in there?—A boat drawing not more than twelve feet. An iron boat is not fit for the ice.

By Mr. McIntyre :—

Q. Would a boat not drawing so much water as the *Northern Light* be as able in winter as the *Northern Light*?—Yes; there is no reason why she would not.

By Mr. Brecken :—

Q. Suppose these wharves or piers were to project beyond the board ice, they would have a very poor chance of standing, would they not, during the winter?—Yes; They would have a very poor chance of standing, no question about that.

Captain McILHINNEY called.

To the Committee—Anything I may say about the Capes would only be my opinion, for I have had no experience there.

By Mr. McIsaac :—

Q. You had better give your experience about the *Northern Light*?—Up to the time the hon. Senator crossed over with us, almost any screw boat could have crossed the Straits and done the same work. That was on the 28th of January.

By Mr. McIntyre :—

Q. What year?—Last year. My experience only extends over one winter.

By Mr. McIsaac :—

Q. You cannot say what any boat will do any winter?—Well, I take it that last winter was a good average hard winter. We had a great many easterly storms, and, from what I can learn from others, the ice packed more last winter than it had for some years before. On one occasion we stuck in the ice. The tide and wind set the ice towards Pictou Island and Pictou Harbor. It seemed to pack there more than outside. We could see open water beyond where we stuck. We got stuck on the night of the 4th of February. We left Pictou in the afternoon. The ice had not jammed much, but the wind was coming in from the eastward.

By Mr. Wood :—

Q. After that time, do you think any boat can be built to cross there?—After the ice in which we were stuck packed, no boat ever built could go through it, unless she could bore her way through it.

Q. How long were you detained that time?—Five weeks, or nearly six weeks. We went all round Pictou Island, and had a good chance to see what it was like.

Q. Were you in a field of ice, or in loose ice?—In a field; in the evening we ran into what was a big ice-field, and thought to run through it.

By Mr. Brecken :—

Q. You were fastened in ? If you could have backed out of that field, could you have cut through ?—If we could have got out of that field, the nearest ice open to us was about three-quarters of a mile away, and that was to the eastward.

By the Chairman :—

Q. How thick was that field of ice ? Did you make any measurement of it ?—Yes. It wedges in, and the tide shelves it under, till it gets to be 19 or 20 feet thick. I would say 20 feet, because it was under the boat's bottom, so that she lay upon it. In trying to get her out, we drove her up on top of the ice a little—about a foot—and when we cut the ice away all round her, she sat on it, so that I came to the conclusion that no boat ever built could stem her way through it.

Q. Supposing it had not been your misfortune to get into that field, do you think you could have made the passage ?—Yes ; if we had not got into that field, and had got into the opening, we might have passed round.

Q. Is there great danger of running into such fields. Do you meet them very frequently ?—Very frequently, and in the night you cannot see them

Q. But you don't sail in the night time ?—When you start out in the day time, and have to work your way through, you sometimes don't get in before dark.

By Mr. Brecken :—

Q. Were you aboard the *Northern Light* when she got the squeezing ?—No.

By Mr. Wood :—

Q. The boat has not been able to run all the winter ?—No ; Captain Finlayson told me about the Pugwash trip.

By Mr. McIntyre :—

Q. Did not she run all the first winter ?—I could say about that.

By Mr. Brecken :—

Q. You did not tell us about the Pugwash trip ?—I think he told me he had a Pugwash man on board, a pilot—who wanted to get her there, and he tried to do so, but she stuck in the ice, and it was impossible to get there.

By Mr. McIntyre :—

Q. How far did she get ?—I don't think she got much further than St. Peters' Island, Little Sands—somewhere about there.

By Mr. Brecken :—

Q. I crossed with you last year. It was the first trip you made from Pictou after you got clear of the field of ice. She went through four or five miles of heavy ice, but it was loose. She can do good work where it is loose ?—Yes ; she is fit for that. She was built wedge like, and she has good power. She wedges the ice open if there is any chance to wedge it.

By Mr. McIntyre :—

Q. She wants lateral space ?—Yes ; she wants open space.

By the Chairman :—

Q. Do you think her model a good one to navigate the Straits ?—It might be improved, no doubt, a little.

By Mr. Brecken :—

Q. What is your idea as to what the improvements should be ?—Such improvements as to make it convenient to shift her dead weight forward and aft. In breaking harbor ice you want to lighten her forward, so that she can run upon it and break it. In going through field ice, she wants to be down like a wedge, and then when she comes to ice she splits it open, and goes right through it. She is well adapted for her work, only that her ballast is not easily handled. When she has her bunker coal in she is down in the water like a wedge, and then she is not good for harbor ice. In working in the Georgetown harbor, last spring, we had to take in just enough coal to carry her. She broke solid ice there 22½ inches thick for about two miles.

By Mr. Brecken :—

Q. I have heard it said that if she had a flaring bow—a bluffer bow—more the model of the Newfoundland sealer, it would be an improvement upon her ?—A flaring

how would give her more weight above. I think no better model could be had than the model of those sealing steamers for breaking ice.

Q. In an interview we had with Mr. Sewell, before he died, he spoke of her being able to go upon the ice, and of the rolling motion she would have in breaking the ice. It is said that sometimes when he navigated her he hoisted the anchor up on the mast for the purpose of giving her that motion. Did you ever hear that?—No; but I remember hearing that they hoisted her chains forward and aft.

By the Chairman :—

Q. I suppose you have crossed with considerable cargo on the *Northern Light*?—Yes; jammed with it up on deck, everywhere we could stow it.

Q. Did you have her in a field of ice with such a cargo as that?—Yes; the whole time we were out we were crowded like that.

Q. Did she do as well in the heavy ice with the heavy cargo?—Not as well going into the harbor ice, she does not run up on it.

By Mr. McIsaac :—

Q. If she could be got out of the field of ice could she not make her way into the harbor?—Yes. I thought last winter when I was there that if there was another boat that could break into the ice from the outside—a boat similar to the *Northern Light*—we could get out. You see the ice was so close we could not move backward or forward.

By Mr. McIntyre :—

Q. Was it on the Mainland side or on the Island side you experienced the greatest difficulty?—It was on the Mainland side.

Q. Which direction?—Towards Cape George.

Q. Did you ever run down that way to see what it was like?—Not on purpose, we drifted down to Malignant Cove.

Q. What is your opinion as to the state of the ice between Cape George and Georgetown?—It is my opinion, and always was my opinion, that it was easier there, because there was more open water. The ice always opens out where it gets room.

By Mr. McIsaac :—

Q. You believe Cape George is the most accessible point on the Mainland—more so than Pictou?—Certainly. I am sure of that, Pictou soon closes up. I believe she could run longer to Cape George.

By Mr. McIntyre :—

Q. The north-east wind packs the ice into Pictou Harbor, which is like a *cul de sac*?—Yes; what with the wind and tide the ice packs and shelves in and no force can stop it.

By Mr. Brecken :—

Q. What Harbor accommodation is there at Cape George?—I am not aware.

By the Chairman :—

Q. Is there a railway to Cape George?—It is not far away.

By Mr. Wood :—

Q. You have spoken about keeping clear of those solid fields of ice. Do you suppose, taking things as they are, taking the ordinary chances of navigation, that it would be possible to navigate the Straits and keep clear of these?—No; I do not think it is possible during the whole winter. You are sure to get caught sometime. I think that, as a general rule, after the first of February it is almost impossible for any boat to keep up communication so far as I have been on the Strait; but I think almost any other boat strongly built could do that as well as the *Northern Light*.

By Mr. Brecken :—

Q. If we had a new boat would it be an advantage to have a boat larger than the *Northern Light*; and if so, how much larger?—Not very much larger. If she is larger and longer she is harder to turn. In going through the ice you want one that will turn quickly, which a large boat cannot do, but she should be a little heavier for breaking the ice.

Q. The boat has a draught of eighteen feet of water aft and four or five feet forward. You are very timid about getting her aground; you have to take great care?—
Yes.

Q. Is there any advantage in having that great draught aft?—I think there is, I think she has more force and power, and gets a better hold of the water.

Q. You have to be careful and keep her in deep water?—Yes.

Q. And one idea was to have the screw down below the reach of the ice?—
Yes.

Q. Apart from that is there any other reason why she should draw so much water aft?—No; it is very necessary that the screw should be below the ice. The hardest ice is on the top, but when it has been under the water for some weeks or days, unless the water is very cold, it gets softer and does not strike the propellor so hard.

Q. How much larger would you have the boat if you were having a new one?—Not very much larger, but I would want to carry about twice as much bunker coal; she carries n'oty tons.

Q. What is her tonnage now?—273, if my memory serves me.

By Mr. McIsaac:—

Q. How many trips did you make the whole season that you were there?—
Upwards of sixty.

By Mr. McIntyre:—

Q. What time did you commence running?—On the 15th or 16th of December and ran up to 4th February, when we got stuck in the ice; we commenced again about the 1st of April.

By Mr. Brecken:—

Q. Did you ever cross the Straits between Traverse and Tormentine?—No; I have had no experience there.

By the Chairman:—

Q. What position did you hold on the *Northern Light*?—I was mate and purser.

Q. Is she seaworthy now?—Yes; I superintended the work on her last summer, on the dock, and she is in good order.

Q. Are there any worms in her bottom?—We took out all the wormy planks that we thought were leaky last summer and put in new wood instead.

Q. So you consider her in good condition for the ice?—In good order now. We made her tight except one little place above the new work. It was under the iron sheathing. We did not find that till she was in the water, when she leaked just a little.

Q. It is said she is considerably strained. Do you think there is anything in that?—Do you think she requires to be refastened?—No; I do not.

By Mr. Brecken:—

Q. At the time of her squeezing, were some of her timbers broken?—They said two of the timbers were broken, but I could not find any broken timbers.

By the Chairman:—

Q. Do the boilers require to be removed in order to be refastened?—I don't think so. New fastenings were were put in and new bolts a year ago. I think the bed is good under them.

Q. Are her knees in their original bedding, or have they been removed by straining?—Very little. I have seen vessels that have been at sea worse strained than the *Northern Light*. She just works a very little.

Q. Then she is now as fitted for service in heavy ice as she was at any time?—
Yes; if she has not had any squeezes this season. She had some pretty heavy squeezes last winter when I was on her. In speaking of the keel being so long, and catching at the bottom, last winter we were afraid she would catch on the reef at Pictou Island when we were being driven around the Island. We got into four fathoms of water at one time, and it looked as if we would get on, but she did not touch.

By Mr. Brecken :—

Q. She never has grounded anywhere?—Oh, yes, she has.

By the Chairman :—

Q. Has she ever grounded outside the harbor. Did she touch when you were on that ice field?—No, she touched once going around Cape Bear, but I was not on board. We touched bottom going out of Georgetown harbor, last winter, but there was no harm done.

Q. You have no experience at all crossing the capes?—No; I have never crossed there.

Q. Of your knowledge of ice and ships, do you suppose a ship can be docked in the manner stated here to-day?—We docked the *Northern Light* in the board ice last winter. After we got out of the cape we had nowhere else to go, so we rammed into the board ice. You can always make a dock if you work hard enough, that is, if you have room enough to make headway.

By Mr. McIntyre :—

Q. At what rate was the running ice going at the time?—It must have been running at two knots.

Q. Do you think you could dock her if it was running six knots?—It is doubtful. If there is no ice hindering you. If you cannot run into the same point every time you cannot get in. If you keep hitting here and there you cannot get in.

By the Chairman :—

Q. In your opinion a vessel like the *Northern Light*, she will have no difficulty in docking herself with the ice running at the rate spoken of by Dr. McIntyre?—Yes.

By Mr. Brecken :—

Q. Provided she has room to back and ram at the ice?—Yes.

Q. What is the greatest thickness of ice in which you can make a dock for yourself?—Well, the board ice we ran into must have been aground in 22 or 23 feet.

Q. But still she worked her way into it?—Yes, we worked away until the tide brought up ice, and kept us from backing. And then we had to make fast. We did not make so good a dock as we could have made if we had had time, but we had the bow in, and the ice ran past us, and just scraped the stern end of her.

By Mr. Wood :—

Q. Does the outer edge of all the board ice usually form that thick?—In most places.

Q. How is that done?—By the ice shelving under with the tide and wind.

By Mr. Brecken :—

Q. Can you tell us the largest sized boat you would suggest; would you go to 500 tons?—I think a smaller boat would be more convenient. I think not over 400 tons would be the most convenient size.

By the Chairman :—

Q. Do you think a boat could be constructed that would carry considerable freight, and perform that service as well?—Yes, I think so.

Q. I think you said the Newfoundland sealer would be the best to go through the ice?—Yes; that is the best model. I think the model of a Newfoundland sealer is about the best for the ice.

Q. Then, one of those would be a suitable boat there. They carry considerable freight?—No, they are very heavy and unhandy for freight. We could hardly make use of it for freight. You want a boat there that is handy and can be quickly handled.

By Mr. Brecken :—

Q. Did you ever hear of the use of dynamite in breaking up ice?—I think it would do it. We talked of it last winter, and I often wished we had some to try.

Q. They had used it in Arctic expeditions?—Yes; I imagine it would break the ice so that we could get into it, and that for opening a harbor it would be a good thing.

Q. When she gets frozen up could it not be used to advantage then?—I think it could, but that is only my opinion, for I have never used it.

Q. But it has been used?—Yes.

Committee then adjourned.

OTTAWA, 8th March, 1883.

The Committee met at eleven o'clock, Mr. Henry Coombs called and examined.

By the Chairman :—

Q. Where do you reside?—At Charlottetown.

Q. In what business are you engaged?—As a shipper of merchandise, in operating vessels and as a vessel owner.

Q. What are your views upon the question of summer communication between the Island and the Mainland?—I think we should have two larger and better boats from Charlottetown, a daily boat from Charlottetown to the Mainland at Pictou, and one from Georgetown and Souris to Pictou. There is considerable freight from the eastern end of the Island, and it has been considerably delayed by having to be forwarded to Charlottetown; it would be an advantage and convenience to have direct communication?

Q. What kind of boats would be most suitable?—Screw boats; for the reason that paddle boats, in the early autumn and in the spring, are prevented from running by a very small accumulation of ice, while screw boats can run right along.

Q. Are the existing boats safe and suitable?—They are old and too small. I know from my own experience that last autumn they were altogether inadequate for the trade at Summerside, and large quantities of freight had to lay over in consequence. The delays were very considerable, and in my case, owing to the delay in shipping some horses, I lost their sale, and I consider I was \$100 out of pocket as a result. There were many other cases of a like nature. In addition to that, I had orders for potatoes and oats which I could have filled at a profit; but I was prevented from filling them owing to there being no means of shipping them and reaching the market. Then the boats are old. I doubt if they would be in existence to-day if it was not for the carefulness of their officers, who I have no hesitation in pronouncing to be the best in the Maritime Provinces.

By Mr. McIntyre :—

Q. You have a boat between Pictou and Charlottetown?—We have a boat running three or four times a week; but it should be a daily service. Then from Georgetown or Souris there is quite a lot of freight, which if sent direct would go with greater despatch. A good deal of freight is shipped to Charlottetown, and from Charlottetown to Boston by steamer, which could go by Intercolonial Railway if there was a steamer between Georgetown and Souris to the Mainland. Besides, a good deal of perishable freight could go by that route if it was established.

By the Chairman :—

Q. You consider the boats that have been on the route for the last twenty years are unfit for the service?—They are very weak. Indeed they would have gone up or down long ago if it had not been for the skill with which they were managed.

By Mr. McIntyre :

Q. Is it not a fact that they will not go out when the weather is the least bad?—Yes. I have seen them remain in port at times when we would send a sailing boat out without hesitation.

By the Chairman :—

Q. Then you consider that there should be new boats?—Yes; better and stronger boats. The present boats are too old. In a summer blow, in the middle of summer or early in the autumn, the captain of one of them, who is by no means a nervous man, was, as he said, glad to get ashore. I think there should be some improvement in the service between the Capes, so that loaded cars could be carried across. Fresh fish, potatoes and many goods of that class which the Island can produce, could be exported in large quantities if we could only send them without having them injured by careless handling.

By Mr. Wood:—

Q. We understand from what the Minister said the other day that there is to be a branch railway to Cape Traverse, and that there is to be a line upon the other side, and I understand you think there should be steam communication there?—I think so; that is the natural crossing place.

By Mr. Brecken:—

Q. During the winter?—We will come to the winter service directly; but for summer traffic for the mails it is a good route, and it does not do away with crossing at other points.

By Mr. Wood:—

Q. You think steam communication should be established there?—I think ultimately it will. I think it should be established there as well as at other points, for the traffic must increase, as the limits of the capabilities of the Island to produce food is by no means reached.

By Mr. Brecken:

Q. Don't you think that if you were to establish a route at the Capes it would so interfere with the business of the Steam Navigation Company as to reduce our chances of getting good boats put on the other routes—the routes from Summerside and Charlottetown?—I think ultimately there will be business for all these routes.

Q. But what would be the effect in the meantime?—In the meantime I would continue the boats from the points I have indicated.

Q. But if the Government should subsidize the Cape route, would the Company invest a large enough sum of money to put two good steamers upon the other routes—assuming that the Government would not subsidize the other routes?—I should not suppose the Government would ultimately subsidize any route but the mail route; although in the meantime they may subsidize from Charlottetown and Summerside. The same subsidy now covers the line from Charlottetown to Point du Chene and from Summerside to Pictou.

Q. You think we should have two boats running from Summerside?—Under existing circumstances; particularly in the fall of the year.

Q. And the Company should have three boats?—Yes.

Q. And one of these should be a good strong iron boat?—A wooden boat, Sir. Under no circumstances will an iron boat do for ice.

Q. What would you get such a boat for?—Such a boat as they want would cost about \$80,000.

Q. And you say that across the Straits is the proper route for passengers and mails?—Yes; with the railway.

Q. Then if the Government should subsidize that line can you expect the Company to go in and purchase new boats for the other routes, and at the same time to be subject to the competition at the Capes?—There is nothing to prevent the Steam Navigation Company from taking up the business at the Capes too, and performing the mail service. Across at the Capes is only eight miles, and the steamer would make three trips where now she only makes two.

By Mr. McIntyre:—

Q. What is your opinion about the profits of the Company?—I have heard that their profits are very large, that they commenced with one boat and built the other two out of the profits.

By Mr. McIsaac:—

Q. Perhaps the Company has only kept pace with the demands of the Island?—The Company has been a great benefit to the Island no doubt; but the Island has outgrown the facilities the Company has to offer for transporting freight.

By Mr. Wood:—

Q. In your opinion the mail and passenger communication should be effected at the Capes, and there should be means of carrying loaded cars across?—Yes.

By Mr. McIsaac:—

Q. In winter and summer?—I think so. I was at Crapaud last winter about the end of the year, and it seemed there was no difficulty at all in running steamers from

the board ice on each side. I have crossed the ice several times, I have crossed in the middle of January, when there has not been much ice in Charlottetown harbor. Still last fall for over a fortnight we were practically shut out—frozen up, as it were, and the steamers went to Georgetown. Any strong steamer would have performed the service from Charlottetown at that time. In fact the American steamer *Carroll* came in and loaded some twelve or fourteen thousand bushels of produce, and went out again a week or ten days after the mail boat had stopped.

By Mr. McIntyre:—

Q. What time would that be?—Pretty well on in December.

Q. I suppose you are aware that a steamer loaded as late as January 3rd, and they shipped to Boston by her?—I shipped some potatoes on her, and I may say she was by no means a very strong boat, in fact I think the *Valetta* is an iron boat. With reference to loaded cars, they are carrying loaded cars across from point to point in the States.

By the Chairman:—

As great a distance?—The distance does not offer any difficulty. It is only when there is a chance of a storm or when there is a severe storm, that there will be any difficulty, to the reference to carrying mails and passengers, the distance from the Capes being short, it admits of a crossing being effected at a much shorter time than elsewhere. Passengers make an objection to come to the Island—that is tourists and others, in summer time—because the distance is some thirty or forty miles by sea now, and they do not like the sea voyage. I ran a hotel in Charlottetown for a year or two, and some of the visitors objected to the sea voyage. If the sea voyages were short, it would be better.

Q. You know the *Northern Light*?—I have crossed by her several times. I crossed last spring twelve-months, and I think the year before.

Q. Had you much difficulty in crossing?—No Sir, we were six hours one time. We had some heavy fields of ice to encounter, but it was nothing like the Newfoundland ice I have seen.

Q. What time did you cross?—In April. The ice was soft, but still there was a good deal of it. It was three or four feet thick in places.

Q. Did she do well in that ice?—Fairly well, but another good steamer could do as well. She has a good strong bow.

By Mr. McIsaac:—

Q. The ice did not amount to much at that time?—It used to bring her up nearly the length of herself. I saw her break her way through some big ice at Georgetown harbor.

Q. Would any ordinary steamer do that?—I think so.

By Mr. McIntyre:—

Q. You had to back three times to do it?—Yes.

Q. If you owned the boat there would you do it with her?—Well I am a cautious man, I cannot say.

By Mr. Brecken:—

Q. How often have you crossed?—I don't know, I have crossed a good many times, I fancied she was too deep aft; she used to seem to me to burrow in the ice.

By the Chairman:—

Q. Then in your opinion she did pretty good service?—Yes. I had heard her pretty much abused before.

Q. Do you think any other boat of similar build, could keep up communication all winter between Georgetown and Pictou, or from the eastern part of the Island to the Mainland?—Nearly all winter. Whether that is the place to cross I don't know, but the ice did not seem to pack there extra. It was shifting.

By Mr. McIsaac:—

Q. How often did you cross in the *Northern Light*?—Several times.

Q. Were you ever detained there?—No.

Q. At what time did you cross?—I crossed, one time, about the end of the year, and again early in the year—April.

Q. And you undertake to say, from your experience, having crossed in December and April, that the route between Pictou and Georgetown is the best?—I would not say it is the best route.

By Mr. Wood:—

Q. Do you think a boat could run there all winter?—The greater part of the winter; the ice is continually shifting.

Q. During what time would she not be able to run in the winter?—I think, when you come to February, and the vessel gets out into the floating ice, she gets jammed.

Q. How about March?—March is better; the ice is softer.

Q. How much time, during the winter, on an average, would she not be able to run?—I should think, from four to six weeks in mid-winter.

By the Chairman:—

Q. Leaving her then, for six weeks, where would you go to get a crossing?—I would go to the Capes.

Q. Do you think that an auxiliary boat would do well?—An auxiliary boat would be a great help; but still, in mid-winter, there would be, for mails, six weeks or so that you would have to go by the Capes.

Q. Have you crossed at the Capes frequently?—Yes. I have gone out there and have come back again, and it seemed to me the ice never looked one day the same as it looked the previous day. One day there would be all water, and the next day it was nearly all ice.

By Mr. Wood:—

Q. What do you think is the best means of crossing there during the winter? Can the present mode be improved upon?—I have a good deal of faith in steam, but there are times when it would seem as though a steamer would make very little progress, and there are occasions when you would have to take the ice-boats. It seems to me the ice-boats now in use are unnecessarily heavy, and retard progress in crossing considerably. Another thing is this: there are very limited means of ascertaining from one side how the ice is. If there was a powerful glass at each side, so the captain could know exactly what course to pursue, it would make a great difference and save going up and down. They are very skilful and very careful, those ice-boat captains.

By the Chairman:—

Q. We had a gentleman before us who thought a small steamer there would be of great service. She could take the ice-boats on board when they came to open water, and when they came to ice again the passengers could take the ice-boats?—Yes, if you protract the service into the spring, it might be of use; but I am speaking now of the winter.

Was it in the dead of winter that you attempted to cross when you noticed there was open water there one day, and the next day there was ice?—It was pretty well towards the middle.

Q. That would go to show that the conditions are changing there all the time?—Yes. The other day we crossed, a steamer could have worked her way through the ice-floes.

Q. Then you are of opinion that that kind of steamer would be of no great service?—She would lack the necessary power. You require a strong steamer to cross there through this ice.

By Mr. Brecken:—

Q. Do you think any boat would be of any use in the Straits from the middle of January until the first week in March? You have crossed during that time?—Yes.

Q. Do you think any steamer would be able to navigate the Straits during that time?—Sometimes there is a large amount of floating ice, and it is all spread out.

By the Chairman:—

Q.—When did you cross the last time?—I left Charlottetown on the 19th, and it was about the 23rd or the 24th.

By Mr. Brecken:—

Q. How was the crossing that day? Was there much open water?—Not very much.

Q. Would a boat be of any use in the state the Strait was in when you crossed?—Well the ice was not very thick.

Q. Suppose a steamer got into a field of ice there running three and a-half to four knots an hour, would she be able to stem that do you think?—Such ice as we encountered she could.

Q. I am now assuming that it is closely packed, for instance, when Senator Carvell crossed he did not have any open water at all?—If she got in the middle of a pack of ice she would have to go with the ice.

Q. But suppose she got into the ice as it comes down in January and February, would she be able to stem it; take a vessel as large as the *Northern Light*?—You would have to have one larger than the *Northern Light*, at least one-half larger. She is very small, and seems to have too much machinery for the amount of hull.

Q. After crossing, the only shelter she could have, would be a dock cut in the board ice?—Yes.

Q. What probability would there be of the vessel being able to make this dock every time?—It would be only prudent to have docks up and down, because in looking for a dock the ice might close around her, and she might float up and down for a day or two.

Q. Suppose there was a westerly wind, would there be a danger of her being carried down the Straits which are perhaps thirty or forty miles wide. Would not there be a danger of her getting out there?—On some occasions, not as a general thing. I think she could get across.

Q. And if she got there she would have to encounter the same difficulties she had encountered in trying to cross from Georgetown to Pictou?—I think there were exceptional circumstances in that case; the steamer was short of coal.

Q. Don't you think a small steam launch, a boat drawing eight or ten feet would be of more use at the Capes than the *Northern Light*?—I would have a vessel drawing less than the *Northern Light*; but you must have power, you must have a strong boat, with good strong machinery. The resisting power is enormous. It seems to me that if some means were obtained by which if the vessel got into the jam the ice could be broken up it would be a good thing. I have heard of cases of sealers being caught in the ice and being forced right up on the ice, of course that was Arctic ice. I may say that they are building sealers larger now; they find the larger boats are better. They are more successful, and their success is largely dependant upon their ability to work through the ice. They used to build them from 200 to 400 tons; they are now building them up to 800 tons, one I think is 1,000 tons. One of these sealers has an apparatus for drawing a propellor up on deck in order to save it from being broken by the heavy ice.

By the Chairman:—

Q. Would water boats be of any use?—Yes, they ought to have water boats there, after a very severe gale of wind the ice packs down, and there is a good deal of open water.

Q. Would not high towers be of advantage on each side for lights and signal poles?—Yes, they would be.

Q. And boat houses too?—Yes, we ought to have boat-houses. The time we came across they were for an hour and a half deliberating as to whether they would go or not, and during all that time the passengers were shivering on the shore. If there were sheds there, there would be some shelter.

Q. Would you recommend that water boats and boat houses be provided at once?—Yes.

Q. Pending the providing of a steamer?—Yes.

By Mr. Brecken:—

Q. I understand your opinion is that you might have a vessel half as large again as the *Northern Light* to ply in the Straits during the winter?—Yes; she could cross at times.

Q. From your knowledge and observation, how often, say during January, February and the early part of March, do they cross?—Nearly every day.

Q. What proportion of trips do you suppose a steamer half as large again as the *Northern Light* would be able to make, during the depth of winter, across the Straits at the Capes, assuming that they cross now five days in the week. Could you depend upon her making one trip in the week?—I think she would go about half the time. There would be economy in taking her out half the time. She could go half across the straits and take ice boats with her when there is open water.

Q. Now, suppose she makes half a trip and the ice stops her—the average ice they have there in January and February—what would be the difficulty she would have to contend with?—When the ice is exceedingly heavy she would be jammed in, but when the tide slackens the ice opens, and while now she may make no headway yet in an hour or two, hence she may be able to move.

Q. Suppose she has to stop half way to launch ice boats, the probability is she would not be able to get back again?—We want her on the other side if possible.

By the Chairman:—

Q. You would not confine that little steamer you spoke of to any given point. There should be docks up and down the ice?—Yes.

Q. How would that suit the passengers; supposing communication was by rail, to be landed ten or fifteen miles up or down the ice?—There would not be that difference.

By Mr. Brecken:—

Q. Of course with the small boats they can always make the point, but do you think it is probable that in the depth of winter with a large body of ice floating up and down, it would be possible for a vessel half the size of the *Northern Light* to make the same point?—I would have a larger boat.

Q. But the larger the boat the more she would be open to the pressure?—At the same time she would have greater power.

Q. Do you think you are justified in saying she will make the same point; is she not liable to go five or six miles off the point instead of making it?—I think not. Committee then adjourned.

OTTAWA, 20th March, 1883.

The Committee met at 9.30 a.m. Captain ARTHUR IRVING called and examined.

By the Chairman:—

Q. Where do you live?—In Prince Edward Island.

Q. How long have you lived there?—Fifty-three years.

Q. What is your occupation?—Farming and crossing the Straits in the winter with the mails.

By Mr. Brecken:—

Q. How far do you reside from Cape Traverse?—I reside at Cape Traverse about a mile or more from the landing.

By the Chairman:—

Q. How many years have you been engaged in this service?—I commenced when I was sixteen and I am fifty-eight—that would be forty-two years in the service excepting three years that I was out of it.

By Mr. Wood:—

Q. Can you give the average regularity of the trips you made, and how nearly they approached to daily trips?—One winter that we thought was about an average winter—that was 1881—and I have brought a list of the trips we made that season.

(The statement handed in.)

By the Chairman:—

Q. This would be an average year?—Yes.

Q. You commenced then on the 14th of January?—Yes.

Q. And you concluded on the 19th of April?—Yes, we crossed 57 days over to Cape Tormentine, and 56 days to Cape Traverse.

By Mr. Brecken:—

Q. That is 113 trips?—No, over and back is a trip.

By Mr. Wood :—

Q. Do you attempt to cross on Sunday the same as on other days?—Yes, that is when we are at Cape Tormentine we come home again.

Q. But you do not start from the other side?—Not unless we are behind with the mails.

By Mr. Brecken :—

Q. Just tell us the difficulties you have to contend with, and describe the boats with which you have to cross?—When I commenced crossing it was in a common "flat," and we used to have a great deal of difficulty then. Any ice that was not strong enough to carry a boat had to be broken by a man sitting over the bows with his feet. Judge Peters used to cross a good deal with us at that time. He saw that the boats were defective, and took a great deal of interest in the crossing. He talked about a better model, and saw the Government with reference to it. He wanted the Government to build a boat on his principle, but they refused, saying they had already tried several experiments and they had all been failures. Then the Judge asked the Government if the boat should be a success whether they would pay for it, provided he agreed to pay if it failed. After that he got the boat built, she was a great success, and that is the kind of boat we have had ever since.

By the Chairman :—

Q. How many years ago was that?—That would be about 35 years ago.

Q. And there has been no improvement in the boats since?—No, and the nearer we can keep to that model the better.

By Mr. Brecken :—

Q. What length are the boats?—About 17 feet over all, some not quite so much, some a little more, we find that the larger the boat is, in some respects the better, while she is not so good in other respects. In thin ice the boat that has a good reach over it is the best, but in heavy ice the shorter boats work the best.

By the Chairman :—

Q. What do you find the greatest difficulty in—thin ice?—In "lolly," what we call "snow lolly," the wind blows the running ice and makes water, the snow falls in it, and that makes "snow lolly."

Q. Do you meet much of that on the Straits?—We always have it in a north-east snow storm, but in broken ice there are always hard cakes in it, and we can get through it.

By Mr. Wood :—

Q. I find that during 1881, you crossed five days out of six. Is that an average?—Yes, looking over several winters we took that as an average.

By Mr. Brecken :—

Q. What is the average time you take to cross?—About five hours.

By the Chairman :—

Q. Do you find heavy ice there?—Yes, some winters it is much heavier than others; when we have northerly and easterly winds they bring us in heavy ice. Now this winter, our winds have been altogether from the north-west and the ice has been light.

Q. What would be the thickness of the ice this winter on the average?—From six to ten inches. Ten inches would be the thickest.

By Mr. Brecken :—

Q. You have seen the ice piled up on the New Brunswick side, what would be the thickness of that ice?—Where it would be piled up, it would perhaps be ten or fifteen feet; but it is the field ice that would not be more than ten inches.

By Mr. Wood :—

Q. Do you consider the crossing there by ice boats dangerous?—Yes; it would be very dangerous for a reckless party to put out at any time.

Q. Have you ever met with any loss of life?—No, sir.

By Mr. Brecken :—

Q. Not while you were in charge?—No.

Q. Do you remember young Hazzard dying?—Yes; that was during the three years that I was out of the contract.

Q. Describe to the Committee the sort of boat that you use?—The boat has a good deal of shear—about 8 inches of a shear; and a rake of stem of about two feet; her bottom is 20 inches, hardwood; plank, cedar, seven streaks on the side, about six inches; as good a round as can be given them. They are put on with bolts, five-eighths iron down through; we used to use knees—but they are very bad in the ice. Then, as to shoeing, the better we can get the steel, the easier they can run on the salt water ice; tinned up from the bottom to the top streak; five straps on the side for men to put over their shoulders, and pull by; four oars and four boat-hooks (the boat-hooks we use in thin ice, and broken ice); and one or two paddles.

Q. How many men have you in the boat?—Four is the ordinary crew, but we have sometimes six or eight men.

Q. How many passengers can you carry in the boat?—We can carry six or eight passengers, but it depends a great deal on the weather and the state of the crossing. We do not venture out with many passengers if it is not good weather.

By Mr. McIntyre :—

Q. Could you suggest any improvement on that boat?—No; a great many very clever men have crossed, and they do not see that any improvement could be made in the boat very well. They work well in all kinds of crossing.

By Mr. Brecken :—

Q. You have a water-boat now?—Yes; and for that kind of service you would be surprised to see how well it works in all kinds of ice.

By the Chairman :—

Q. What is the greatest difficulty you meet with?—Lolly.

Q. It was represented that the water-boat would be of great assistance?—Yes; it is especially on the Cape Tormentine side: a keel-boat with six or eight oars is of great service.

By Mr. McIsaac :—

Q. That is, in the "lolly"?—No, sir; in the open water, where we have a south-west wind, or a west wind; it makes water on the Tormentine side for three or four miles. If it blows hard we can take it with our little ice-boats. They are always pretty well loaded, and the water-boat could come out to relieve the ice-boats, and take some or all of the passengers and luggage and let the ice-boats return. The water-boat would bring the passengers and mails back to Cape Tormentine.

By the Chairman :—

Q. You generally meet with open water on this side?—Yes; whenever we have a south-west wind, there is always clear water, but if we have water on the other side, there is a bad wind, and there is generally a snow storm with it.

By Mr. McIntyre :—

Q. Would there be any danger in transshipping the passengers from the ice-boat to the water-boat? Can it be done with safety?—Oh, yes, unless there is a bad gale altogether. In any ordinary blow there would be no danger.

Q. In crossing with the water boat, what would you do if you got into the ice?—She only works in open water.

By Mr. Brecken :—

Q. Then, with the exception of the water boat, you have no improvement to suggest?—No.

By Mr. Wood :—

Q. Can you suggest anything else besides the water boat which would render that service more effective for the time you are obliged to use the ice boat?—Yes; I think a steamer would be of service.

Q. But I mean during the time you have to use those boats—during the severe weather?—Yes; a boat house would be of very great advantage in having the boats in out of bad weather; after a bad trip the boats are slushed up and that freezes to them and makes them unnecessarily heavy—almost double the ordinary weight of the boat. Then they are always wanting repairs, and a comfortable building is necessary to make these repairs in.

By the Chairman :—

Q. How would you have those buildings erected—on the board-ice?—No; on the land.

Q. What size of building would it require?—It would require a good large building, for there will be more boats required for the service in future.

By Mr. Brecken :—

Q. The traffic is increasing?—Yes.

By Mr. McIsaac :—

Q. How many boats have you now?—We have six.

Q. Is that enough of ice-boats?—No, sir.

Q. How many would you require besides the water-boats you spoke of?—I think it would require 12 or 15 ice-boats.

Q. And how many water-boats?—Two.

Q. That would be 15 or 17 boats altogether?—Yes.

Q. Would you require a house sufficiently large to protect all these boats?—Yes.

By Mr. McIntyre :—

Q. Excepting the water-boat?—I do not know that the water-boat would require any cover.

Q. It would require protection in summer?—Yes.

By Mr. Wood :—

Q. You say the quantity of mail matter is also increasing?—Yes.

By the Chairman :—

Q. In talking about shelter for the boats, you would require some accommodation for the passengers too—waiting rooms—and a caretaker to take charge of it?—Yes; it is very necessary that the men should have a house to live in. They should not have to be in the same house with the passengers. Men who are in the Gulf all day require their night's rest, and they require to be on hand very often early in the morning, or the chance of making a crossing is lost.

Q. Could they not get that accommodation at some boarding house?—They might on the other side; there is only one house on the Cape Tormentine side.

By Mr. McIsaac :—

Q. Would not a house something like a railway station be sufficient? The upper part might be occupied by the men, and the lower part could be used as a station house for the passengers as a waiting room?—We do not generally disturb the passengers till we are going to leave.

By the Chairman :—

Q. You are aware that it is the intention of the Government to build a railway down to Cape Traverse, and that there is a Company building down to Cape Tormentine, would it be necessary, in connection with this railway to have that house built near the dock at the terminus, or would you have it a distance from the railway station?—I think it would be better to have it near.

By Mr. Brecken :—

Q. That is, the house for the men?—Yes.

By the Chairman :—

They expect to build wharves at this side. Do you think the house should be built right at the wharves?—Well, where we land is rather more convenient, but the difference in distance is nothing.

By Mr. Wood :—

I suppose it would depend somewhat on where the wharves are to be located; as I understand it, it is not yet determined yet where the wharves are to be.

By Mr. Brecken :—

Q. The Engineer, McLeod, has recommended the Cape Traverse route?—Yes.

By Mr. Wood :—

Q. Are these the only improvements you can suggest to make the service more efficient—erecting boat-houses and putting water-boats on the route?—Yes; and increasing the number of boats.

Q. Some one, I think, said there should be some lights from towers on the shore?—Yes, we have often spoken of that too. A person looking out from the land will see openings in the water or better ice that we cannot see, and when we are out, if there was something to direct us, it would be of use.

By the Chairman:—

Q. Are you ever out at night?—No, we are not very often out at night; sometimes we are.

By Mr. McIntyre:—

Q. Would not a good glass or an observatory be of use?—Yes; we have a good glass on each side. An observatory would be of very great advantage in directing the boats from shore to shore.

The Committee then adjourned.

THE DANISH NORTH POLAR EXPEDITION.

THE STEAMSHIP "DYMPHNA."

Vide the "Graphic," February 10th, 1883.

Description:

Commanded by Lieutenant Hagaard, Danish R. N. The *Dymphna* is 100 feet long, 23 feet in width, and draws, when fully equipped, 10 feet of water. Has been specially fortified for the voyage; her bow and sides, to the water-line, being just two feet in thickness, and she is considered very handy for the purposes in view.

Her capacity:—She is provisioned for two and a-half years, and provided with dogs, sleighs and portable boats. Tonnage and horse-power not stated; being Danish, they might not be understood by English readers.

ARTHUR IRVING:

Crossing.

1881.		1881.	
January 14,	boats went;	boats came,	January 18
" 19,	" " " "	" " " "	" 20
" 20,	" " " "	" " " "	" 21
" 21,	" " " "	" " " "	" ...
" 22,	" " " "	" " " "	" 23
" 25,	" " " "	" " " "	" ...
" 26,	" " " "	" " " "	" 27
" 27,	" " " "	" " " "	" 30
February 7,	" " " "	February 8	
" 8,	" " " "	" " " "	" 9
" 10,	" " " "	" " " "	" 10
" 11,	" " " "	" " " "	" 12
" 12,	" " " "	" " " "	" 13
" 14,	" " " "	" " " "	" 15
" 15,	" " " "	" " " "	" 16
" 16,	" " " "	" " " "	" 17
" 17,	" " " "	" " " "	" 18
" 18,	" " " "	" " " "	" 20
" 20,	" " " "	" " " "	" 21
" 21,	" " " "	" " " "	" 23
" ...	" " " "	" " " "	" 25
" 26,	" " " "	" " " "	" 27
" 28,	" " " "	" " " "	" 28
March 2,	" " " "	March 4	
" 4,	" " " "	" " " "	" 8
" 8,	" " " "	" " " "	" 9
" 9,	" " " "	" " " "	" 10
" 10,	" " " "	" " " "	" 12
" 12,	" " " "	" " " "	" 13

1881.		<i>Crossing.</i>				1881.	
March	13,	boats went;	boats came,	March	15		
"	15,	"	"	"	16		
"	16,	"	"	"	17		
"	17,	"	"	"	18		
"	18,	"	"	"	19		
"	19,	"	"	"	20		
"	22,	"	"	"	22		
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"	29,	"	"	"	29		
"	30,	"	"	"	30		
"	31,	"	"	"	31		
April	1,	"	"	"	1		
"	2,	"	"	"	2		
"	...	"	"	"	4		
"	5,	"	"	"	6		
"	6,	"	"	"	7		
"	7,	"	"	"	8		
"	10,	"	"	"	11		
"	11,	"	"	"	12		
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"	13,	"	"	"	...		
"	14,	"	"	"	16		
"	17,	"	"	"	18		
"	18,	"	"	"	19		
"	19,	"	"	"	20		

Fifty-seven days crossed to Cape Tormentine, and fifty-six days crossed over to Cape Traverse.

OTTAWA, 21st March, 1883.

The Committee met at this morning, Mr. Hackett, M.P., presiding.
The examination of Capt. Irving was resumed.

By the Chairman:—

Q. Will you give the Committee some idea of the extent of the traffic across the Straits when you first joined the service and how much it has grown since?—For a number of years after I first commenced to cross, we used to cross once a week with the mail boat, with three men for a crew.

By Mr. Wood:—

Q. How long ago is that?—It would be somewhere between 1830 and 1840.

Q. You crossed once a week?—Yes, with a crew of three men and a number of mail bags—generally three small bags that a man could throw over his shoulder and carry anywhere. One horse did all the work between Traverse and Charlottetown, and one between Tormentine and Amherst.

By Mr. McIsaac:—

Q. Was that in summer as well as in winter?—No Sir, that was only the winter service.

By Mr. McIntyre:—

Q. Were there many people crossing at that time?—No Sir, there would only be an odd one. Most of the passengers crossing then were Newfoundland crews going up. Then the traffic went on till it was necessary to make two trips a week for two or three years.

By Mr. Wood:—

Q. When was that?—I do not remember exactly, I think it is about twenty years ago or more since the two trips a week began.

By Mr. McIntyre:—

Q. Do you think you didn't make two trips a week before 1860?—I am not very certain, but I think perhaps we did. It was only for a year or two that we crossed that way till we got three trips a week.

Q. How many trips were you making at the time we entered the Dominion?—When we entered the Dominion in 1873 I think we were making three trips per week.

By the Chairman:—

Q. That is, with a boat and a crew of six men?—Four men was an ordinary crew, sometimes we had to put on more. At that time we used to have an English mail every fortnight. It was a large mail, and there was an order from the Governor to always put on two boats at that time. That was the first time we ran two boats.

Q. How many years ago would that be?—That was a few years before the *Northern Light* was put on.

Q. Since Confederation?—No, Sir, before Confederation.

By Mr. McIsaac:—

Q. You had the English mail only once a fortnight?—Yes; and it used to be very large.

Q. Where did you get it; at Tormentine?—Yes, sir.

Q. The Intercolonial was not built then?—No; we came by stage all the way.

By the Chairman:—

Q. When did you work up to the daily trips; to leave each day? When did you enter into the present contract to make a daily trip?—I think since the Island went into Confederation. I do not think we crossed daily before.

By Mr. Wood:—

Q. How long after Confederation, do you remember?—No, I do not. It appears to me it has been the contract ever since we went into Confederation. We were crossing with one boat for several years after we entered Confederation.

By Mr. Brecken:—

Q. Now you have six boats?—Our contract is for two, but we very often require six.

Q. Do you tender for the service now?—No, sir.

Q. You formerly did?—We have not tendered for a good many years.

Q. You consider you are inadequately paid. Is it a fact that you get about \$35 for the round trip?—Yes.

Q. Does it not sometimes happen that the hands you are obliged to employ, when they are detained on the opposite side for a day or two by stress of weather have nothing left after they pay their hotel expenses?—Yes, and sometimes they are in debt.

By the Chairman:—

Q. Is that because you have the contract so low that you cannot pay them higher wages?—Well, I pay the men \$3.25 each for the round trip; that makes \$13. We reckon it costs \$2 for each boat per trip to build and keep it in repair. That makes \$32 for the two boats. If we have to put on an extra hand or two it takes the whole thing.

Q. You only get \$35 for the round trip for two boats?—Yes.

*By Mr. McIntyre:—*Do you only get \$35 each round trip, no matter how many boats you have to put on?—Oh, no; for every two boats I get \$35.

By Mr. Brecken:—

Q. That is to say, for four boats you would get double?—Yes, we would be terribly out of pocket if we did not. Then we sometimes put on one extra boat, but it is all reckoned up in the account.

By Mr. Wood:—

Q. You get paid for passengers besides?—Yes.

By the Chairman :—

Q. Has the passenger traffic increased very much?—Yes; but there is not a steady increase. When the *Northern Light* makes trips a good many try to wait for her. This winter there has been a very great increase.

By Mr. McIntyre :—

Q. On account of the *Northern Light* being laid up?—Yes.

By Mr. Brecken :—

Q. Was \$35 per round trip the lowest tender that was put in for that service, or was it a matter of agreement?—It was a matter of agreement. I had been agitating for the second boat for several years before I got it. I got it through the Honorable Mr. Pope, late Minister of Marine and Fisheries. He allowed us to put on the second boat to meet the increase of trade.

Q. What did you have per trip before that for the single boat?—\$20.

Q. Now as a disinterested man, what would you suggest as fair remuneration for this work. You approve of the plan of paying so much for every two boats?—Yes.

Q. If you have three, do you get anything for the third?—Yes, we get a proportionate allowance for it. When the account is made up in the spring the trips are all reckoned up and are paid for so many trips of two boats each.

Q. What do you consider, from your past experience, would be a fair allowance per round trip of two boats, preserving the plan of paying for every two boats?—I have always thought that the men should get \$3.25 clear per trip. It seems little enough for the work.

Q. But suppose the Government would not care about going into the details of the board of men, but would strike an average, allowing for detentions, what do you think would be a fair remuneration. I think they ought to have \$4 per trip, and let them find themselves.

Q. What would you consider a fair remuneration to the contractor per round trip for two boats?—The wages of eight men would be \$32.

Q. And then you have a captain?—Yes, he would require better pay. He should have \$5 per round trip.

By Mr. McIntyre :—

Q. Would you consider yourself sufficiently remunerated with \$40 per trip?—Yes, I think so.

By Mr. Brecken :—

Q. If you think more, state so. Supposing you were in the service, and you had to employ eight men at \$4 each, would you undertake the service for \$40?—Well, there would not be much for the contractor under that arrangement.

By Mr. Wood :—

Q. Do you think the service should be by contract?—Yes, I would have it a Government service.

By Mr. Brecken :—

Q. Give us an idea of what you consider would be a fair remuneration?—I think something like \$50 per round trip for two boats would be fair, because we have often to put on an extra man or two, and, in considering that, I do not think \$50 would be too much.

By Mr. McIntyre :—

Q. What becomes of these mails after they are landed? Have you got further charge of them?—Yes, I send them on to Charlottetown and receive them.

Q. Do you do this on both sides?—No, only on the Island side.

By the Chairman :—

Q. That is a separate contract?—Yes.

By Mr. Brecken :—

Q. After you reach Tom Allen's, you part with them?—Yes.

By the Chairman :—

Q. Does the contractor on the Tormentine side take the mails down to your boats?—Yes, that is Thos. Allen's duty.

Q. Do you find that an advantage?—Oh, yes, it could not be disposed of.

By Mr. McIntyre :—

Q. There has never been any loss of the mail-bags, that you are aware of, on the Tormentine side?—No, Sir.

Q. The Post Office is kept at Allen's there?—Yes, there is a building for the purpose.

By the Chairman :—

Q. Do you use the telegraph in crossing?—Yes, it is a great advantage.

Q. Are the operators required to attend there on Sundays when there is crossing going on?—Yes, and to open the office early in the morning.

Q. They have duties to perform outside of their duties as servants of the Company in connection with the crossing?—Yes.

Q. Do you think they should be remunerated for that by the Government?—Yes, and they are.

Q. Do they get sufficient?—Oh well, I think so. The young men are none the worse for being up an hour or two earlier in the morning, and they get a very nice thing.

Q. With regard to the increase of mail, has there been a great increase of mail matter at the Cape?—Yes, so much so that it takes two horses now every mail to drive to Charlottetown, and a pretty good jag to Summerside. There are two very good boat loads too.

By Mr. McIntyre :—

Q. And I suppose passengers now go to the county line instead of being driven to Charlottetown?—Yes to the county line, and to Summerside, but mostly to the county line. The mail bags number from twenty-eight to forty.

By Mr. Wood :—

Q. Daily?—Yes, an average mail has 32 bags per pay.

Q. Do you think that a steamer would be of service to the ice-boats in crossing, or could be made available in the winter season to keep up communication?—Yes, I think a steamer would be of very great service indeed.

Q. Please explain in detail how she would be of service?—When we have a North-east wind—which is the worst wind we can have, we generally have bad snow storms. The wind makes water, and the snow falling into the water makes "lolly." At these times a steamer would be of very great service. At the present time we have to wait for a change.

Q. Do I understand that a North-east wind is the worst?—When it blows from the Island shore it makes water, and the snow falling in makes "lolly." That is the worst "lolly" too, for there are no hard cakes in it to work up. In ground up ice there are always hard pieces in it and you can manage.

By the Chairman :—

That "lolly" is the worst for the ice-boats?—Yes.

Q. Yesterday, you said that the general thickness of the ice was about six inches there?—Yes, this winter.

Q. That is not the general thickness?—No; I would think from a foot to fifteen inches would be the average thickness in an ordinary winter.

Q. Do you have much heavy, hummocky ice?—At times we have.

Q. Is this heavy ice moving?—Oh, yes; it all moves along.

Q. Do you think a small steamer would be able to work there under all conditions?—No; not at all times.

Q. Where would you dock her?—I would dock her in the board ice; there would be no trouble about that, and I think she would be perfectly safe, too. We have never known board ice to go off when once formed from either side.

By Mr. Brecken :—

Q. Where would you dock her such a day as we came over?—We would not put her out at all.

Q. But, supposing it was clear when you started where would you land her?—Oh, we would find a landing further down. That was the time we were carried

away with the tide. I would not think it wise or prudent to put a steamer out [at that time, but to leave her in the dock and put out the ice-boats.

Q. The ice was very hard at that time?—Yes.

Q. How long does it continue that way?—Till it goes out of the Straits altogether.

Q.—Where would you dock her?—Well, off where we landed, there were places where we could make docks, where the ice was not piled up.

By the Chairman:—

Q. You are speaking of board ice?—Yes; that was an unusual landing down there. We started late in the day and we had an easterly tide all day, and it carried us away.

By Mr. McIsaac:—

Q. Do you say that a steamer would be of service only when lolly would be met with?—She would be of service, too, in stretches of open water, when the wind is blowing too hard for the small boats to go out.

Q. Then you think she would only be of service at these times; in open water, and when there is lolly?—She would be of service at other times when luggage and mails have to be taken. She could make the trip all the way across.

Q. What time of the year would that be?—I do not know that it makes any difference what time. Any time when there has been moderate weather for a few days, she would make the passage.

Q. But with such weather the present boats can always make the crossing?—Yes, but then if the quantity of freight accumulates the boats would not be able to take it all.

By Mr. Wood:—

Q. Do you mean to say that a freight steamer could be run across in the winter season?—Yes, not regularly, but occasionally.

By Mr. McIsaac:—

Q. How often do you think in the winter season?—Well much oftener than any one would imagine.

By Mr. Wood:—

Q. Do you think they could load and discharge freight on the ice there from a steamer?—Yes, the board ice is perfectly safe for that on both sides.

Q. But a steamer carrying any reasonable amount of freight would require how long to discharge?—Oh, I suppose it would require a few hours to discharge and take in freight, but it could be done very well.

Q. What size do you suppose this vessel should be. What quantity of freight would she carry?—I think it would require a steamer of considerable size. The length has a great deal to do with her success in breaking the ice.

By the Chairman:—

Q. What tonnage do you suppose she ought to be?—I do not know.

By Mr. McIntyre:—

Q. Would she be as large as the *Northern Light*?—She might be, and carry some freight.

Q. Do you think she would be equally as effective as the *Northern Light* for breaking ice then, if she carried some freight? I suppose she would have to be made broader?—I do not know about that, but I think she might.

By Mr. Wood:—

Q. There is one point yet in connection with that. Do I understand you that the floating ice would have to be entirely out of the Straits when the steamer would be running?—Oh, no, Sir.

Q. How would you get freight if the steamer came across till she came in contact with heavy floating ice. How would you get to the board ice?—The only time she would make passages across and take freight would be when she could run from board ice to board ice.

Q. How many times could she do that?—Pretty often. Much oftener than people imagine. The other day when I came over I was talking to Mr. MacDonald,

the Inspector, about it, and he said he did not think a steamer would have any trouble.

By the Chairman :—

Q. What is the distance from board ice to board ice?—About eight miles or a little less. The ice grounds on each side. On this side it is about a mile out.

Q. Are the currents very strong?—Yes.

By Mr. Wood :—

Q. How many days in winter time does this clear water extend from board ice to board ice?—That depends altogether on the state of the weather. If we have mild weather it sometimes lasts for two or three days.

Q. How long would it take a steamer with the ordinary facilities to carry a cargo and mails across and discharge them and come back to the dock in the board ice?—I think she would often do that in half a day.

Q. How much freight do you think she would carry?—I do not know; I am not much of an expert in that.

By Mr. McIntyre :—

Q. How often have you crossed this winter that you think a steamer would cross?—Almost every day. That may seem strange, but this has been an unusual winter. We have had a continuation of North-west winds nearly the whole winter through, with little or no cross wind, and the ice is so weak that it offered no obstruction.

Q. You have not often met with such winters as this?—No, this is an exceptional winter.

By the Chairman .—

You have mentioned the winter of 1881 as being, in your opinion, an average winter?—Yes.

Q. How many times do you think the *Northern Light* would have crossed in that winter when you made fifty-seven trips?—I have not a sufficient recollection of the winter to be able to say.

Q. This is not an average winter as regards the thickness of the ice there?—No. If you take a map of the Straits you will see the effect that the winds have on the Gulf. You will perhaps think it strange that with such a hard winter as this has been, the ice should be so much lighter than in ordinary winters. At the head of the Gulf the Northwest wind is off the land, and consequently is making water and new ice all the time.

By Mr. McIsaac :—

Q. How is it that, owing to the prevalence of ice this winter, the *Northern Light* has done less than she ever did between the Capes?—The ice has not been so heavy, but the Straits have generally been pretty full.

Q. But the crossing has been easier?—Yes.

Q. It seems to have been more difficult for the *Northern Light*?—That is a natural consequence. As the ice passes through in hard weather, it becomes heavier, and Cape George brings it up and it becomes a pack after the tide. When John Yeo's brig went down through the Straits the ice was very light when she started. When she passed Traverse, there was sufficient ice to carry the ice-boats and crew, and they went out to her, but it was with a great deal of difficulty. Mr. Yeo got the crew to follow her up with the ice-boats, and, by the time she got to Wood Island, that same ice was sufficiently strong to take loads of wood and provisions out to her on the ice-boats. She went on, and had to remain off Cape Bear in the solid pack of ice till about the first of April. That shows you the nature of the ice down there.

Q. Don't you suppose, if the ice is thickest at that point, the whole Strait would be filled up to the Capes. This winter it must be solid, for the *Northern Light* has not been able to do anything for a long time?—It cannot be filled up altogether, for the ice with the flow tide passes to the eastward every day, and westward with the ebb tide.

By Mr. McIntyre :—

Q. What would be the draught of this steamer you would have?—She should have something like nine or ten feet draught.

By Mr. Wood:—

Q. You think it advisable that the steamer there should not be a large steamer that would carry freight, but a small sized steamer that would aid the ice-boats with mails and passengers and not attempt to carry freight?—Yes, her size and weight would have a great deal to do with her success.

By the Chairman:—

Q. What sized boat would you have?—There is a picture of a boat in the Senator's reading room that would answer well for a model. She has been sent out from Norway or Sweden on an Arctic expedition. She is about 100 feet long, 23 feet beam and draws ten feet of water.

Q. What tonnage would she be?—I do not know.

Q. What tonnage is the *Northern Light*?—I think she is something over 200 tons; the Arctic boat would be something like 119 tons.

By Mr. Brecken:—

Q. What service would she be during the months of January and February. For instance if the Straits were in the state they were the last time we crossed, what would you do with her then?—We would make docks for her in the board ice.

By the Chairman:—

Q. How would you make them?—With saws and crowbars and a broad steel chisel.

Q. Would you not depend on the boat herself to make them?—No, I think it would be a foolish thing to do to batter the steamer at the solid ice like that; it would consume a good deal of coal and might injure the boat.

By Mr. Brecken:—

Q. From your experience how many trips do you think she would be able to make during the months of January and February, and perhaps up to the end of the first ten days in March?—I think I would be safe enough in saying that she would make a trip a week.

By Mr. McIsaac:—

Q. Do you think she would cross this winter every time you cross yourself?—Yes, almost.

By Mr. Brecken:—

Q. She could not have crossed the day we crossed?—Yes, that ice was not more than eight inches thick.

By Mr. Wood:—

Q. Are you talking now about a freight boat or a passenger boat?—I am talking about a boat of about 190 tons.

By Mr. McIntyre:—

Q. Where do you think your docks would be when you came back to look for them. Do not you think they would fill up and freeze?—No, they would only fill up with broken ice. That would not prevent the steamer from entering in. The field ice could not get in.

Q. But the ice would go in and freeze?—No.

By Mr. Brecken:—

Q. At what speed does the ice travel with the tide?—With the spring tides it goes at the rate of about three and a-half miles per hour.

Q. The day we crossed, at the rate the ice was coming down, would there not be difficulty. Would she not be likely to be carried down some miles in the ice?—You can always see before putting her out what the chances would be for making the trip. It would be foolish to go out if the chances were not good.

Q. But there is a risk?—Oh yes, when a ship goes to sea we have no certainty that she is going to reach her destination, but I think there is very little danger here of her being carried away, because when the Straits are full of ice, the ice-boats are there to do the work, and when they are open so that the ice-boats cannot cross, then she can make the trip.

By Mr. Wood:—

Q. What is your opinion on this point: which would be the most useful during the winter time, a boat to assist the ice-boats by running across the open water with mails and passengers, or a large boat calculated to carry very much more?—I think the large would do that service as well as the smaller one, of assisting the ice-boats, and then the larger one would be there for the benefit of freight.

Q. Do you think the large boat could be handled there as well as the smaller one?—Yes.

Q. About what size should the large boat be in your opinion?—I can hardly give an opinion on that. Perhaps about 200 tons.

By Mr. McIsaac:—

Q. Would the *Northern Light* do it without the assistance of the service you mention?—Yes, she would. The *Northern Light* would be suitable for that service in some respects, but she is not good for field ice. She goes into it too much wedge fashion.

By the Chairman:—

Q. Did you ever make a trip on the *Northern Light*?—Yes.

Q. Were you ever engaged on her?—Yes.

Q. How long?—The first winter she came down, I was in her for a fortnight, all the time she was breaking out of Charlottetown, but I never saw her put her fore-foot on the ice except when there was very heavy ice.

By Mr. McIntyre:—

Q. Did you go with her to Georgetown?—Yes.

Q. Did she not do better there?—After we got outside of St. Peter's Island we got better water; then, as we were off Kennel (?) Cove, the wind came a heavy blow, and she was in pack ice for a day or two. We had two days and two nights of very heavy North-west wind, and all this time she never moved.

Q. Who had charge of her?—Captain Finlayson.

Q. Was that the winter Mr. Sewell was connected with her?—Yes; he came down to assist:

Q. She ran after that?—Yes; I was in Georgetown when Mr. Sewell came down. The ice was so heavy that we could not get into it, and Sewell sent up to the Capes for the ice-boats, but there was not sufficient ice there to carry the boats.

Q. Did she cross very frequently that winter?—Yes; there came a south easter which piled the heavy ice up. She made a few good trips, and then began to stick out for two days at a time. They used to do a good deal of ice-boating, too.

By the Chairman:—

Q. Then it was thought that you should take control of the ice-boats and the crew?—Yes; my son was in charge of the ice-boats. They thought, perhaps, that I knew more about ice than he did. I was in his place for a fortnight.

By Mr. Wood:—

Q. Suppose you had a steamer there, how late in the fall and how early in the spring do you think she could make regular trips, or nearly regular trips?—She could commence to run about the last of March.

Q. How late in the fall could a good screw boat continue running?—Till well on in January. We very seldom have any difficulty in crossing in the ice-boats till New Years.

Q. Would it average the middle of January?—No, I think not, that would be rather late for regular trips. I would not say later than the eighth or tenth of January.

By the Chairman:—

Q. Do you remember when the *Northern Light* stopped running this winter,—about the 12th of January, I think—what quantity of ice you had in the Straits at that time. The Captain reported very heavy ice where he was between Georgetown and Piobou?—The first trip or two we made, we had just sufficient ice to carry the ice-boat.

Q. In the fall of the year when you would stop making regular trips and when the board ice forms, where would you shelter the steamer. Is there any harbour on the other side?—At Traverse there is a very good harbour.

By Mr. Brecken:—

Q. When the ice breaks up in the spring does the board ice rot and sink?—No, it rots and breaks up and goes away in that state.

Q. Well, then in the spring when the ice is going down the Straits, does the board ice hold on?—Yes, until the Gulf ice is all cleared out.

Q. Do you often make trips in the winter when the Straits are perfectly clear from board ice to board ice?—Oh, yes sir.

Q. Of course a steamer would be very valuable then?—Yes, some springs all the month of April will be like that. Perhaps we will have a little drift ice, but we can always use our boat.

By Mr. McIsaac:—

Q. How long were you in the *Northern Light*?—I was in her a fortnight the first winter she ran. We were over a week getting out of Georgetown.

By the Chairman:—

Q. You have been in her since?—Yes, I was in her once or twice since.

By Mr. McIsaac:—

Q. Did you ever make a trip after the first time you were in her?—Yes, I was in her three or four years ago from the time she commenced till she stopped.

Q. How many trips did you make in her that year?—She was running regularly every day until this time that we were left at Arisaig.

Q. You were in her the whole time until that day when you were left at Arisaig?—Yes, she was making regular trips until that time. The day before that we had perhaps a little ice, but nothing to speak of, and that day we had ice after getting clear of Cape Bear. She went into a few miles, but she began bringing up and she finally stopped altogether.

Q. You were landed at Arisaig and could not reach Pictou?—No, Sir.

Q. Then Pictou and Arisaig were the only points on the mainland which she was able to reach to your knowledge?—Yes.

Q. Do you know where Cape George is?—Yes.

Q. Do not you think it would be the most accessible point on the Mainland?—Yes, any place where there is a point or a cape, because the ice then cannot become land bound, but where there is a Bay and the wind drives into it, the ice becomes packed.

By Mr. McIntyre:—

Q. You think Cape George would be the best landing on the Nova Scotia side?—Yes, it would be something like the capes; the ice cannot become packed.

By Mr. McIsaac:—

Q. You think a boat could be built that would improve the present service very much by running over between Georgetown and Cape George?—I think it would be a much better route than the Pictou route.

By Mr. McIntyre:—

Her failures mostly occur on the Nova Scotia side in consequence of the harbour being exposed?—Yes, the Northeast winds pack the ice.

By the Chairman:—

Q. That causes a detention?—Yes, the ice between the capes goes out and packs on the Nova Scotia shore. I think at the very point very often it is clear the whole way across between the capes.

Q. What are the most prevalent winds?—North-east.

Q. Do you think a north-east wind affects Pictou?—Yes, it is on Pictou. The shore up along there is west, and of course a North-east wind will be a great deal on.

By Mr. McIsaac:—

Q. When you were in the *Northern Light*, you could see that the route between Cape George and Georgetown was most suitable. You could see more open water?—

At that time I speak of, when we landed at Arisaig, there did not seem to be any ice at all off Cape George. The ice seemed just in a line with the Cape.

By Mr. McIntyre :—

Q. Did you think, at that time, from the appearance of the Strait, that you could land easier at Cape George than anywhere else?—Yes, I thought at that time, if I had been in charge of a steamer, I would try to run clear of the ice altogether; that is reasonable and natural enough.

By the Chairman :—

Q. Speaking of those docks in the board ice, do you think a steamer in one of those docks would be in any danger?—No, sir. I cannot see that she would be in any danger whatever, because no heavy, soft ice could go in. No matter how fast the ice would be running, she could keep clear of it in the dock.

Q. What is the general depth of the water at the edge of the board ice on both sides?—At Traverse it is from six to seven fathoms, and, on the Tormentine side, perhaps not quite three fathoms; off the edge of the board ice, between two and three fathoms.

By Mr. Brecken :—

Q. How long has the route between Wood Island and Cariboo been in existence?—Perhaps since 1860 and 1870. Before that they used to cross once or twice in a season. One boat would go on to Halifax with the mail, and the others would remain till it came back.

Q. Is there any other route for crossing with ice-boats that you could recommend?—No, there is no other that can be crossed with success and safety.

Q. Speaking of this boat as an assistant to the *Northern Light*, or any other boats, do you mean to have it in addition to the *Northern Light*, or only in lieu of it; that is, doing away with the *Northern Light* altogether?—No, I would have it with the *Northern Light*; she does very good service there in the first of the season. She has clear water there longer than we have at the Capes, and would keep up the regular crossings longer than at the Capes.

Q. Then you would have her in addition?—Yes.

By Mr. McIsaac :—

Q. How long would the *Northern Light* or a better boat run between Cape George and Georgetown?—I have always thought that between Cape George and Souris would be the next best place to the Capes.

By Mr. Brecken :—

Q. Before the route from Georgetown to Picton?—Yes.

By Mr. McIsaac :—

Q. In addition to the Cape service, for I go for keeping that service as it is and improving it, would not the route from Cape George to Georgetown be the best place for another line?—I do not know. I would say that perhaps for the convenience of freight and passengers a boat might run to Picton while the Strait remained open, but it would be useless to keep a steamer out there all winter and have another between the Capes in connection with the ice-boats.

Q. Did you say just now that you would keep the *Northern Light* running also as long as she could?—Yes.

Q. In keeping the *Northern Light* would she not do better service by running to Cape George. She could run longer?—Yes, she could run longer, but whether she would do more service or not, I do not know. You see she would be required to carry a great deal of freight down there and whether she could handle it as conveniently at Cape George or not I do not know.

By Mr. Wood :—

Q. Do you think in case there was a steam ferry established there in summer that piers could be built that would stand, on both sides?—Well Mr. McLeod's opinion was—

Q. But we want yours?—Well, yes, I think so. I think piers are built in worse places. The breakwater at Souris is in a thousand times a worse place. There is a much larger sea and it is much more exposed.

By Mr. McIsaac :—

Q. Does it stand well?—It did go away once but is standing well now.

By Mr. Brecken :—

Q. I suppose the board ice would protect them in winter?—Yes.

Q. No woodwork projecting beyond the board ice could withstand the ice in winter, could it?—At Tormentine there are the reefs; the first ice begins to ground on them, then board ice very soon forms between them. That is almost the first ice we get. That I think, would be a protection to the wharves. Then it remains in spring till the ice is clear of the Straits, which would be another protection. It would not be likely to be injured by heavy ice in the spring.

By Mr. Wood :—

Q. Are there any gales in the summer season that would carry it away, such as the August gales that occurred a few years ago, would it carry it away?—It might as it did at Shediac.

By Mr. McIntyre :—

Q. What are your worst winds?—The north east winds raise the highest tides, and they do much the greatest damage.

By the Chairman :—

Q. Did that August gale carry away the Traverse breakwater?—No sir, it was only half built.

By Mr. Brecken :—

Q. How does it stand?—As to the gales it stands very well, but the tides are coming in and undermining it. The bottom is sand for a depth of about a foot or 18 inches.

By Mr. McIntyre :—

Q. What is the dept of the water at the end of it now?—At high water it is about nine or ten feet deep.

By the Chairman :—

Q. Was it planned by the Engineer?—Yes.

Q. What is his name?—Clay, I think.

By Mr. McIntyre :—

Q. What is the depth at low water?—Not more than two feet at very low water. The bottom is mud and sand; a fine bottom for dredging.

The Committee then adjourned.

EXTRACTS FROM NARRATIVE OF THE DISCOVERIES OF THE AUSTRIAN SHIP *TEGETTHOFF* IN THE YEARS 1872—1874, BY JULIUS PAYER, ONE OF THE COMMANDERS.

[TRANSLATED FROM THE GERMAN. 2 VOLS.]

(Page 25)—NAVIGATION OF THE FROZEN OCEAN.

“The help of steam power is an indispensable requisite, as by it a vessel is able to defy the capricious changes of the wind. The movements of a ship are made in interminable curves: and the power to describe an arc with the least radius enables a vessel to follow up narrow and often blocked water ways.

A paddle wheel steamer is useless, and even in screw steamers care must be taken to protect the propeller by a special construction.

The rate of speed of a vessel in the ice, must necessarily be moderate—from three to six miles an hour are sufficient, and a rate of eight to ten would soon render her unseaworthy—but even with this reduced rate, her whole framework is shaken and loosened at last by the incessant shocks she sustains.

The larger a vessel the less her capacity to withstand these shocks.

An Arctic ship should be built with sharp rather than full lines, so that when pressed by the ice she may more easily escape being nipped and crushed.

A ship built with, what is called in England, full lines—a full round ship is not easily raised, but is liable to be crushed by ice pressure. The *Hansa* was built in this manner and was crushed by the first squeeze from the ice. The *Germania* and

the *Tegetthoff* were both of them sharp built ships, and stood the test of the ice excellently well. To protect it from the effects of grinding on the ice tongues the hull is generally iron plated for some feet under water and the bows are strengthened as much as possible.

When the passage is blocked by a barrier of ice, the situation becomes grave and serious; for such fields are not to be displaced by any force the ship may exert.

When the ice is loose and the floes comparatively small the impeding barriers may be charged by the ship. She may then force asunder some of those floes, or separate them by the continuous pressure of steam power. In cases of this kind large vessels have the advantage, and can bring to bear a greater amount of pressure.

Hence it is clear, that small are to be preferred to large vessels for ice navigation except under circumstances of rare occurrence. First, because they are more readily handled, and next because of their greater power of resistance and of their being more easily raised under pressure from the ice. Their one disadvantage of lesser momentum is of comparatively slight importance. The experience of all the the north pole expeditions of this century shows that ships of 150 or at the most 300 tons are best suited for all purposes, page 27, vol. 1—page 28, the penetration of close packed ice is an impossibility; in this case patient endurance is alone of any avail. Page 29. A steam vessel may venture to fasten into a floe by means of an ice anchor. Page 70. Sir John Ross started in 1829 with a vessel drawing eighteen feet—but changed afterwards to one drawing to eight feet, and from eight to twelve feet is now the recognized draught of Polar ships.

In 1819 Parry's ship, the large *Fury*, had, with a draught of eighteen feet, provisions for only two and a-half years, whereas the *Victory* of Ross, in 1829, with only seven feet draught carried stores for the same period, and a steam engine and coal for 1,000 hours steaming."

Then follows a description of Russian vessels thirty or forty feet long drawing five or six feet.

APPENDIX TO SENATOR HAYTHORNE'S MEMORANDUM.

Extracts from a Paper read before the Royal Geographical Society, describing the Second Voyage of the *Eira* to Franz Josef Land:—

"The expedition left Peterhead, June 14th, 1881, with a company of twenty-five explorers, officers and men, with the object of extending and completing the knowledge of the coasts of Franz Josef Land acquired during the previous season of 1880. The *Eira* met the ice on the 22nd June, in 72° 45' N., and long. 17° 20' E., and the edge was followed until the 30th, when Novaya Zembla was sighted.

On the 13th of July an opening was found in the ice, and the *Eira* steamed northwards, through large water-holes, the ice being for the most part much decayed; but as they advanced northwards it became much thicker and closer, and many large floes were passed, one at least fifteen miles long. Several necks of ice had to be charged and broken through, and twice the *Eira* was caught between large floes, but she received no damage. Franz Josef Land was sighted July 23rd, the *Eira* steaming towards Cape Ludlow, and reaching a point further west than she had got in 1880.

The destruction of the *Eira* took place on Sunday, 21st August; the sun shining brightly, the weather calm, there was nothing to warn the explorers of the approach of the disaster. The "pack ice" came in with the tide, and the *Eira* was caught between it and the land floe. She was protected by a grounded berg, and for some time no serious injury was done to her, although she received several severe nips. Suddenly, when the worst seemed to be over, the berg gave way, and shortly after the *Eira* heeled over to port, away from the land floe, and it is supposed a tongue of ice went through her side; and the *Eira* sunk in eleven fathoms.—*Mail* (London, Eng.), February 14th, 1883."

MEMORANDUM ON STEAM COMMUNICATION IN WINTER AND SUMMER, BETWEEN PRINCE EDWARD ISLAND AND THE MAINLAND, DRAWN UP FOR THE USE OF THE SPECIAL COMMITTEE OF THE HOUSE OF COMMONS ON THAT SUBJECT, BY SENATOR HAYTHORNE.

Steam navigation, a subject of paramount importance to all civilized communities, has special interest for an Insular Province, more particularly for Prince Edward Island, where the ports are closed to all ordinary navigation during probably four months, on an average, in each year.

Hence arose the insertion of a condition in the "better terms" of Union offered by the Dominion to the Island in 1869, by which the former undertook to maintain "steam communication in winter and summer with the Mainland." Hence, also, the renewal and adoption of that condition in the terms of Union finally agreed to in 1873; and hence, also, the enquiry on which the Committee is now engaged.

1. It is assumed in this memorandum, that when the branch lines of railway connecting Cape Tormentine with the Intercolonial at Sackville, and Cape Traverse with the Prince Edward Island Trunk line (including terminal wharves) are completed, and when a steam vessel, adapted to the short sea voyage across the Straits, is provided, the old routes between Charlottetown and Pictou, and between Summerside and Pointe du Chêne, will be abandoned, so far as the transport of mails and passengers are concerned, and that the service will be carried on in the future by the branch lines and the Straits steam vessels, aided by ice boats in winter. It is probable, however, that a short period in every winter may occur, during which the mail and passenger service may be more punctually conducted *via* Georgetown and Pictou in the *Northern Light*, or some other suitable steamship.

2. Some persons may apprehend injury to the vested interests of Steam Companies, and to the trade and commerce of Charlottetown and Summerside by such a change in the mail and passenger routes, but it is submitted that existing lines of steamers employed in maintaining communications between Provincial ports will continue to receive Dominion Subsidies, and it is not improbable that when the attention of the Companies is devoted chiefly to the transport of freight, and they are no longer embarrassed by conditions respecting mails and passengers, their business may prove even more lucrative in the future than it has in the past.

This much is undeniable, that passengers almost invariably prefer the shortest sea passages and that they dislike the delays and annoyances inseparable from the conveyance of freight, and of live stock in the same vessels with mails and passengers; also that detentions such as those which occur at Pointe du Chêne and at Pictou while the steamers are discharging and taking in cargo, resulting as such detentions do, in retarding the arrival of passengers at their destination till a late hour, not unfrequently induce the health and pleasure seeking tourists to avoid the Island, and seek some summer resort where their comfort and convenience are better understood and cared for.

2. Experience proves that steam contracts for the conveyance of mails and passengers between Prince Edward Island and the Mainland, such as that now about to expire, when they extend over such long periods as ten years for example, often give occasion for much dissatisfaction. In the earlier years of the contract the service may perhaps be efficiently performed, but as time advances the vessels deteriorate, while traffic increases, and with it the demand for more and better accommodation. The interest of the public therefore seems to demand contracts for short terms, or the insertion of such conditions as would provide for an expansion of accommodation, bearing due proportion to the increase of traffic.

4. Paddle-wheel steamships are generally considered unsuitable for the Gulf traffic in early spring, late in autumn, and particularly so on the approach of winter; and it is certain that, supposing strong screw steamers to be henceforth employed, the period for traffic between the leading Island ports and the mainland might be prolonged by several weeks, to the great advantage of all concerned.

An illustration of this statement is supplied by the occurrence last fall of an early and severe frost, which induced the Island Steam Company to lay up their ships. Subsequently milder weather supervened, and a profitable month's work was lost for want of screw steamers; involving, also, serious losses to producers on the Island, who might have supplied a demand which existed on the mainland, and which for want of transport had to be supplied at greater cost from distant markets.

GEORGETOWN AND THE "NORTHERN LIGHT."

5. It is full time that Steam navigation should be permanently established between the eastern ports of King's County and the mainland. Here we have a fertile, populous region, two railway termini, safe, deep and capacious harbors, and successful fisheries, but no regular steam communications. It is possible that this deficiency might, in part, be supplied by the *Northern Light*, at all events during part of the open season, after she has undergone the repairs necessary after her arduous winter service.

As a winter steamer that vessel has not fully answered public expectation; but it may very truly be said that the public were too sanguine. The subject of winter steam navigation was not understood; men did not rightly appreciate the difficulties which all steam vessels must encounter between Georgetown and Pictou after winter is fairly set in.

It may be questioned whether any steamship has ever been constructed capable of forcing a passage through what is known as "the pack," which may be described as field ice, driven together for days or weeks at a time, and packed close by winds and tides, sometimes overlapping and cemented by intense frost. This is a condition which occurs between Georgetown and Pictou in some seasons towards the end of January, but generally at the commencement of February, and effectually stops the *Northern Light*, as it does the vessels of Polar voyagers under similar circumstances. It is true that the prevalence of wind in an opposite direction sometimes loosens and disperses "the pack," and thus again renders steam navigation possible. The writer has made several passages in the *Northern Light*, during one of which Mr. Sewell was in command, and he could not fail to be struck with her capacity for splitting field ice, and forcing her passage through floating detached masses; also with her powers of resistance against pressure displayed when caught between two fields of ice. Another valuable quality possessed by that vessel is the readiness with which she berths herself in field ice, or in "the pack," on the approach of night, or when necessary.

Reference to the works descriptive of Polar voyages seems to establish that "from eight to twelve feet is now the recognized draught of Polar ships." The Austrian discovery ship *Tegetthoff* was 220 tons burden; her engines were 100-horse power; her supply of coals 130 tons, enough for sixty days' steaming. This vessel appears to have had the same "fine lines" as the *Northern Light*, which enabled her to "rise when nipped and pressed."

Appended to this Memorandum are several extracts from various sources, which appear to the writer to elucidate some of the points connected with the enquiry on which the Committee is engaged.

THE SERVICE ACROSS THE STRAITS.

5. Supposing the branch lines and the terminal wharves completed, and a suitable steamer provided, there would be no special difficulties in connection with the mail and passenger service by this route during the open months of the year; while it would present so many facilities and attractions to travellers, that a large increase in their numbers might reasonably be anticipated.

But turning from this comparatively simple phase of the question, to consider it during the months when ordinary navigation has ceased, we find ourselves face to face with difficulties of many and various kinds—without any authentic recorded experience of the meteorology of the Straits or the average thickness of the ice—

without record of the number of days in each winter, when the passage was, or was considered impossible, and if so, from what causes.

It cannot of course be expected that a Minister, the head of a Department, should, himself, possess all the varied information necessary for the organization of a service so peculiar as that now under review; but no sufficient reason can be alleged for departing from, or not following the course usually adopted, when information, not already in possession of a Department, is required, the course for example which has recently been pursued with reference to proposed Factory Legislation; in that instance two competent persons were commissioned and instructed to proceed, one to Europe and one to the United States, and collect information relating to factories, to the welfare of operatives, and to the legislation of other countries in that connection. Those gentlemen have each sent in a valuable report, replete with information, and thus a trustworthy basis for legislation has been established.

But (with the single exception of Mr. McLeod's report) the writer is not aware that any attempt has been made to obtain reliable information on the important question of winter steam navigation; which involves the interests of a Province, and the fulfilment of terms of union entered into with full deliberation ten years ago! During that long period much might have been learned from the experience of Arctic voyagers, from Newfoundland sealers and from the builders in Scotland and the north of Europe, in whose yards the steamships are constructed in which those daring navigators perform their perilous voyages. The absence of such information is the more to be regretted, because it might have been procured with comparatively little delay, trouble or expense.

On the other hand it is well known that many persons deeply interested in the subject Senators, Members of Parliament and of the Local Legislature, merchants, sea-faring men, also those personally engaged in the service, have devoted their best powers of thought and observation thereto, with a view to render access to their Province safe, easy and agreeable; and thus the subject, though not so mature as it might have become, is now much better understood and its importance more generally appreciated than at any former period.

7. The writer, however, is not of opinion that daily crossing by steam in winter is within the range of practicability with any means at present known, and at our disposal. The ice in the Straits differs very materially from that between Georgetown and Pictou. In the Straits it is always in motion, and seldom assumes the solid, unbroken character described in paragraph 5 as "the pack;" nevertheless, it often passes between the Capes in fields extending many miles in all directions. Over such ice the small boats pass with comparative ease and perfect safety, not launching into water perhaps more than two or three times in their trip. While this condition continues there is little cause of complaint, though some inconvenience is caused. The passage, under such circumstances is short, probably not exceeding $3\frac{1}{2}$ hours, and the danger, fatigue and exposure inconsiderable. But other conditions often prevail, sometimes for days together, which render crossing impossible, or extremely difficult and dangerous. These changes are brought about by strong winds and tides, thaws, and storms of soft snow and rain. By such agencies the large fields are broken up, and the open water is sometimes filled with lolly, which the writer describes as a mass of broken ice and half-melted snow, spread out over wide areas,—too stiff to permit the use of oars, yet not sufficiently solid to bear a man or a boat. Sometimes the water remains clear of ice and lolly, but is too rough for the small boats, heavily laden, as they often are, with mails, passengers and their luggage. During the past 23 years the writer believes he has had experience of the Straits in all their various phases. He has been out in lolly, in rough, open water, and often when the ice was so broken up that it has been necessary to launch the boats, he ventures to say, thirty times or more in a passage. He has come to the conclusion that the only efficient aid is to be obtained from steam. A suitable vessel, of sufficient power and tonnage, but of moderate draught, might be berthed in the board ice, in the manner described in paragraph 5, and by several of Mr. McLeod's witnesses, to be brought out whenever her assistance might be required, and the writer believes, if skilfully handled,

she would overcome the difficulties which delay or prevent the passage of the ice-boats. The steamship should be kept in a state of thorough efficiency—always afloat, clear of ice, and ready to move out of her berth at short notice.

2.—THE KIND OF SHIP FOR THE SERVICE.

The writer does not pretend to any knowledge of nautical affairs, but he has lately seen a description of the Danish steamship *Dymphna*, now employed in Arctic explorations, and believes it may prove a useful contribution to the information collected by the Committee. It is taken from the *London Graphic* of February 10th of the present year. This vessel is “a screw steamer, 100 feet long, 23 feet broad, drawing, when fully equipped, 10 feet. Her bows and sides to the water-line are two feet thick, and she is considered very handy for the purpose intended. She carries two and a-half years’ provisions; also dogs and sleighs for winter explorations on the ice, also portable boats.” Her steam power and tonnage are not given, but it is suggested that if such a vessel can contend successfully with the dangers of an Arctic voyage, she might reasonably be expected to force a passage, under favorable circumstances, across the Straits, and to withstand the comparatively trifling dangers to which she would there be exposed.

The cost of acquiring or constructing such a vessel as the writer has described could not be considerable, certainly not greater than the importance of the service demands and should receive. Moreover, it should be borne in mind by those who are responsible for the maintenance of mail and passenger communications between the Island and the Mainland, that although there is an increase in the number of boats and men employed by the contractors, the manner of conducting the service remains unchanged, and unimproved. On the other hand, a great increase in the bulk of the mails and in the number of passengers has taken place, and a still further and greater increase is certain to follow. Comparing these small and inadequate means of transport with the large present and still larger prospective traffic, it is not easy to realize the extent of public inconvenience which would ensue from a lengthened stoppage of intercourse, arising from any or all of the causes mentioned in this Memorandum. Every day’s delay would cause a further accumulation of mail bags, and of impatient travellers, and increase the probability of strikes amongst the over-worked and insufficiently paid crews.

9. Is it possible to devise and apply a remedy for these numerous and various difficulties? The writer believes it is possible, and that the remedy will be less costly, and the service, if well conducted, will prove more remunerative than has been anticipated. Perhaps the greatest difficulty of all will be to rouse the Government from its lethargy on this subject, and make them comprehend the unanimity of opinion amongst the people of the Island Province; not perhaps as to minor details, but as to the grand question, the fulfillment, or the nearest approach to fulfillment of the terms of Confederation possible, at the present time. The writer’s suggestion is that Government take the Straits service in hand—build or buy a steamship specially designed and constructed for the winter service—but available for use in summer—own the ice boats—and hire all the men, including captains, required for the service of the season, at fixed rates, and finally put the whole under the control of one efficient head officer, who should possess in a high degree, the qualities indispensable for such an important command.

The service being thus efficiently equipped, manned and commanded, it would be found that there would be comparatively few days in the course of ordinary winters when communications would be arrested, and probably we should hear no more of those long interruptions which have given occasion for such frequent and well-grounded complaints.

But it may be urged that such undertakings are not the province of a Government, or that the expense would be too heavy, and the responsibility too serious! In reply, the peculiarities of the service, its hardships and its dangers may be pointed out—that no data exist on which a steam contract could be based; and as to the boat service—that public opinion has long ago been strongly expressed against subjecting

the lives of passengers and the safety of mails to tender, for the sake of economizing a few dollars, in a service of the most arduous nature. And further that the duty of Government in all cases, is to provide for the safe transport of mails and passengers, but in this case that duty is the more imperative, inasmuch as it forms part of the terms of Confederation; and while the Island will not stultify itself by demanding the literal fulfillment of the impossible, it will regard any expenditure necessary for the improvement of this service, in the light of a temporary indemnity for the non-performance of the terms of Union, until circumstances shall permit of continuous steam communication summer and winter, thus putting the Island in connection with the Intercolonial and other railway systems of the Dominion.

10. Another consideration demands attention, though it may give rise to some difference of opinion; it is that the fiscal policy of the Dominion has operated unfavorably in the Island Province, by interfering with her old lines of business, so that Prince Edward Island no longer trades to the same extent as formerly in the home markets. Her grain cargoes are carried there on terms disadvantageous to the merchant and the farmer, because the effect of the Dominion tariff is to discourage the importation of British goods, thus rendering it difficult to obtain a remunerative return cargo, for those Island vessels which went to Europe corn laden. On the other hand, it favors the consumption of Canadian manufactures, the freight of which is not earned by the Island ship-owners; as a consequence of these things, enhanced prices are paid for most of the necessaries of life, while the purchasing power of consumers is diminished, and the value of real estate has seriously declined.

Now, the "give and take" principle which is understood to form the basis of the National Policy, should provide indemnity for the sacrifices made by the Island. If she has lost her old markets she should be assisted to enter new ones; if her old means of transport are no longer available, there ought to be no hesitation on the part of the Dominion in providing her with steam transport sufficient to connect her ports with the railways of this Continent, and all these combined considerations, when taken in connection with the ordinary obligation of Governments, to organize efficient mail and passenger routes within their territories, also with the special obligation of the Dominion to Prince Edward Island, arising out of the terms of Union, will, the writer believes, be held sufficient by men of all parties to justify exceptional expenditure, and the assumption of unusual responsibility. All of which, &c.

R. P. HAYTHORNE.

OTTAWA, 30th March, 1883.

Senator HAYTHORNE called and examined.

By Mr. McIsaac:—

Q. Do you propose to abandon the service between Pictou and Georgetown altogether?—Oh no; I contend it is a strange omission that that route is not maintained, I think you will find that I refer to it in my paper.

Q. Would you have mails and passengers carried by this route as well as freight?—I do not think it will answer for mails and passengers at all. I have gone to Georgetown, expecting to cross in the *Northern Light*, and after waiting a day or so I have been compelled, in consequence of her not being in, to make my way down to the Straits and cross there. That has often been the case, I know several persons, men of note, who have waited for days at Georgetown, and have been obliged to leave and take the Cape route. Enquiry at the Post Office would satisfy you that this is a frequent occurrence. In the early part of the winter the *Northern Light* crosses with tolerable regularity, but as the winter advances no amount of certainty can be placed on her.

Q. You think that as far as the winter is concerned, it would be better in order to secure the greatest possible fulfillment of the terms of Union, to concentrate all the operations at the Capes?—Under existing circumstances, I think the nearest

fulfillment of those terms can be secured in this way. I know that Dr. Jenkins considers it possible to force a passage across the Straits under any circumstances, but what I say is, that this is not within the region of practical use. The difficulties would be too formidable, and the cost, the wear and tear, would be too great, when we can accomplish the same result after a few hours delay without any difficulty.

By the Chairman:—

Q. You referred in your paper to the letting of contracts. You think a term of ten years is too long?—That is my impression. I was concerned, as a member of the Local Government, in letting that contract and I think there was a good deal of difference of opinion on the subject. I could give you an instance in our own county of the working of another contract, which was let for a longer period than that; when towards the end of the term the work was being so inadequately performed, that the Government actually bought the contractor out. That was the ferry across from Charlottetown to Southport. It was let for a term of twenty one years, and when it commenced it was a great boon to those on the opposite side. But as time advanced, the vessel got worse and the traffic became greater, and the consequence was the service became so unsatisfactory that the Government was urged to buy the contractor out and they did.

By Mr. Wood:—

I think I understood you to say, in some part of your paper, that you considered the Government should take that service under its own control, and not let it out by contract.—Yes. I may state that, when Mr. Mackenzie was in power, with a large majority at his back, this subject was forced upon him by the Island members in consequence of the failure of several attempts to let the service by contract. There was an attempt made to arrange with Mr. Sewell for the performance of the work by running the *Northern Light* between the Capes. That fell through, in consequence of the impossibility of building wharves suitable for a vessel drawing 18 feet. Then an attempt was made to build a steamer on the Island, but that fell through. An attempt was then made to purchase one, but that fell through. The members then came to the conclusion that no progress was being made in the work, and that these attempts to let the service by contract were simply “buffers” between them and the Government, and they insisted on something practical being done. At last, Mr. Mackenzie did more; but, I believe, if proper enquiries had been made on the subject, many mistakes would have been avoided—at least, the people would not have been led to expect that the *Northern Light* could cross under any circumstances.

The Committee then adjourned.

OTTAWA, 4th April, 1883.

The Committee met, Mr. Hackett in the Chair.

Mr. RICHARD HUNT, of Summerside, called and examined.

By the Chairman:—

Q. You are from Prince Edward Island?—Yes, from Summerside.

Q. What is your occupation?—I am engaged in the general purchase of produce for export—in general trade. I am also American Lloyd's agent, and Surveyor of shipping for the Island.

Q. Have you ever held any positions of public trust there?—I have been Sheriff of Prince County for a number of years; and, latterly, I was Census officer for the whole Island.

Q. Will you make a statement as to the best means of communication, summer and winter, between the Island and the Mainland?—I have been crossing at the Capes for a number of years—off and on, for the last twenty years—and I think some improvements might be made on the present system of crossing there.

Q. How many times have you crossed there?—I could not say how many times, but I have crossed there for the last twenty years.

Q. What improvements do you suggest?—I would suggest that the work could be more efficiently performed by being entirely under the control of the Government.

The Government might employ a sufficient number of hands to work the boats, with one competent man, at least, in charge of each boat, and the whole under the control of one man. There should be comfortable accommodation for the men at the places of starting, so that they would not live at a distance and would not have to come a distance before proceeding on their voyage in the morning. That would necessitate the erection on both sides of suitable buildings, with boarding accommodations and places for the men to sleep, and places where the boats could be kept under cover. I have noticed that, frequently, when the passengers go down to the boats, they are full of snow, or are wet and uncomfortable. However, one cannot expect much comfort when crossing there, but the wet condition of the boats might be avoided if they were kept under cover. I also think that a steamer, in certain seasons of the year, at certain times throughout the winter, could be worked with advantage.

Q. In the winter season?—In the winter season. I do not wish it to be understood that I think a steamer could be worked there at all times, because, when the ice packs heavily, I do not think the boat could get through.

Q. That is at the Capes?—At the Capes. But in midwinter there are frequently times when the ice opens and leaves a way—perhaps all the way across, perhaps three or four miles—from either shore, when a small steamer that could turn easily, something similar to the tug boats used in St. John, could cross.

Q. Have you crossed there recently?—Within the last ten days.

Q. What was the condition of the Straits at that time?—Open water from shore to shore, with the exception of a mile or so of board ice on the sides.

Q. You know the *Northern Light*?—I do not know much about her; I never crossed in her.

By Mr. Wood:—

Q. What are the conditions under which you say a small steamer might cross?—Sometimes it might be, after a storm when the ice breaks up, a heavy storm would drive the ice out, and then there are lanes of water in which the boat might work without danger.

Q. Without danger of being crushed in the ice?—I think there would be no such danger.

Q. You think the boat could make the harbor?—I think the way would be to cut docks in the ice, which I do not think would be a difficult matter. Then a boat of that kind could be constructed with davits with which to pick up ice boats and carry them off without danger.

By the Chairman:—

Q. From your experience, what sized steamboat would you suggest for the service in mid-winter?—I would say a boat of not over a hundred tons.

Q. It would be simply a boat for carrying mails and passengers?—Mails and passengers. It would work better if they had light steam launches that could be hauled on the ice, but I do not think they are strong enough for the work. I think there is a danger of their getting crushed. Another thing I might say. There are a number of commercial travellers backward and forward there, and every one knows they always carry a large quantity of baggage or freight, and it is a great inconvenience to persons crossing to be put into a boat loaded down with that sort of thing. I think the mails and passengers should be kept distinct from freight of that kind. If heavy freight is carried it should be in separate boats, and passengers should not have their lives endangered by being compelled to cross with it.

Q. Have you found any inconvenience in crossing with luggage of that kind?—Yes, I have found inconvenience, and I believe that without the luggage we could have made better time and had lighter work. The passengers, when the boats are in the ice have to haul them and they have to haul the heavy stuff with it. If the passengers and mails were kept separate from the freight it would be better for the passengers and safer for the mails.

Q. Have you found the captains, when there has been an accumulation of freight, leave it and take the passengers over, or do they take on as much as possible?—I

think they always take as much as they can. I have seen freight left though. When I crossed the other day there was freight there that had been there for three or four weeks.

Q. But the captains are inclined to take the passengers and mails in preference?—Yes.

Q. You have found them to be good men?—Yes; courteous and obliging. They are able and equal to their work in every way.

Q. Do you think it would be possible to have a steamer there that could carry freight in mid-winter—to keep up traffic in the way of carrying produce from Prince Edward Island to the Mainland?—I do not think so; not continuously. There are seasons though when freight could go over. It often happens that the ice is opened for a week or ten days at a time. In such a case, if there was an accumulation of freight, it might be removed; but there is a great deal of uncertainty in moving it in mid-winter.

Q. Your opinion is that freight should be sent by the present route from Pictou to Georgetown?—I do not say Pictou, because there is a difference of opinion as to where the point should be; but I think somewhere from the East end of the Island, navigation can be kept up for a month later in the fall and a month earlier in the spring than now, with a good strong boat. I do not say where the best place is, because there is a difference of opinion about it. I think too it is necessary that wherever the boat starts from, there should be steam communication where they land, because one object of having that boat running in the spring and fall is to carry freight, and unless there is railway communication to and from the places from which it starts and lands that object would not be attained.

Q. Then your opinion is that harbours on the north side of the Island close earlier than those on the south side, and that it would be better to keep the *Northern Light*, or any other boat for that purpose, on the route on the south side of the Island in the fall and spring?—I think so. I think it would be a mistake to do away with the easier communication. I think the method I propose would be depended upon as a general thing as a means of securing a month later navigation in the fall, and a month earlier in the spring than at present,—and it would be a great advantage to the country to have those two months added to the shipping season. Even now, I believe they are carrying horses over by the *Northern Light*.

Q. You have never crossed by the *Northern Light*?—No. I may say I was here in 1881, and I assisted in arranging an interview with the late Mr. Sewell with reference to her. You were present at that interview, Mr. Brechen. He strongly urged the necessity of taking out three or four strakes amidships and putting them in thicker, thus giving her one or two feet more beam. He said she was more heavily laden than she was intended to be, that her machinery was heavier than was intended, and that she carried more freight and coal than was intended, all of which put her below her proper bearings; and that by putting in these strakes it would raise her out of the water and make her more substantial.

Q. The *Northern Light* has rendered good service to the Island, has she not?—She has. I cannot give an opinion upon her though. I have seen her at the wharves, and I do not think she is just the kind of boat required. I think the boat should have all her strength with greater carrying capacity and less draught of water.

Q. From your knowledge and experience there is a certain period of the year, mid-winter, when the mails have to be forwarded by other means than by the *Northern Light*?—I think that will always be so.

Q. And you would recommend the Cape route?—I would recommend the shortest possible route. At the place I come from there are a number who advocate the route from Sea Cow Head to Cape Tormentine. That would increase the distance four or five miles, but they claim that there is more open water by that route. I am not prepared to say whether that is so or not; but distance is everything, and if it is four or five miles longer, it would have to have some considerable advantage in order to give it the preference over the present route.

Q. Now we want to get your opinion with reference to the summer service?—The present boats have done fairly well. They have been on the road for a number of years and have been very successful. I do not think they have lost either life or property; but I do think they are not now equal to the requirements of the increased trade of the country.

Q. What routes are these boats on at present?—They run between Pictou and Charlottetown—and Georgetown occasionally. I am not certain whether they run to Georgetown now or not. They also run between Summerside and Shediac—Point du Chêne.

Q. In the summer months?—Yes; They change alternately. The *Princess of Wales* is in Summerside one week and the *St. Lawrence* the other. That enables them to go from Summerside to Pictou and bring their coal up. They carry their own coal by making that change.

Q. There are two boats on that route?—Two boats; The *Prince of Wales* and the *St. Lawrence*. I think the accommodation for passengers ought to be better than it is on a route of that kind. For instance, in going on board the boat there is a long alley way through which you have to go from forward, aft, or from aft, forward in order to reach the saloon. And there is no light there. It is frequently loaded up with barrels or freight and you have to squeeze past, and two people can hardly get past in it. Then again there are cattle, horses and sheep forward in the one steamer. There should be some way for passengers to get to the saloon without having to submit to these inconveniences.

Q. Have you heard much complaint?—I have heard a good deal of complaint. Again, there are only two boats and they are not sufficient to do the work. Freight is frequently piled up upon the wharf and shippers come down and plead with the officers to take their produce at once. The vessels want to make money, and as a result they are frequently loaded down beyond the point of safety. I would suggest that these boats should have a load line upon them similar to the Plimsoll mark, and that the passengers should not be subject to the risk of travelling in overloaded vessels.

By Mr. Wood:—

Q. Would it not be better to separate the passenger and freight boats?—Yes; But if that cannot be done I think a load line would be a great improvement. I have often wondered why, when it is considered necessary to have a load line in freight boats with only half a dozen lives on board, that in pleasure boats it should be neglected. If you read the reports in the papers you will see that accidents are of frequent occurrence in consequence of boats being over loaded.

By the Chairman:—

Q. You say the boats are so loaded as to endanger the safety of the passengers?—That is what I wish to impress upon the Committee.

Q. You live in Summerside?—I live in Summerside.

Q. And the boats make daily trips from there?—Yes; daily trips and with great regularity.

Q. And frequently the boats leave overloaded?—Yes.

Q. You state that from your own knowledge, and you are Lloyd's Inspector?—I give it as my experience and for what it is worth. It is the result of my observation.

Q. Have you known of any occasion there when the boats might have crossed, but have not crossed for the purpose of carrying the mails and passengers?—I would not say so. Yet I have seen the boats lying there when other vessels have gone to sea. No, the boats have done their work very regularly and very well under the circumstances. The boats are getting old and of course if the captain does not go to sea, he is the best judge of the ability of his boat. The captains are very competent men.

By Mr. Brecken:—

Q. They are very good men?—Oh yes; both the captains and the officers.

By the Chairman:—

Q. Still you consider the accommodation inadequate?—Yes.

Q. And what would you recommend?—I think the passengers and mails ought to go into a boat by themselves; and there ought to be a boat that will open navigation earlier in the spring and keep it open later in the fall than the present boats do.

By Mr. Brecken:—

Q. How much earlier and later could navigation be open if we had a boat of the kind you suggest?—Well, I have seen the harbour navigable three weeks after the boats have stopped.

Summerside?—Summerside. That would be the result of the weather breaking up after the boats have left; but still if there was a suitable boat it could run longer.

Q. This year communication could have been kept up longer, could it not?—Every year it could be kept up longer. But the boats that run now are paddle boats and are not adapted to going through the ice.

Can you mention any accident occurring through the overloading of boats?—I except the Steam Navigation Company. I do not know that they ever met with an accident. I might mention one accident of the kind though; it was the loss of a steamer near London, three or four years ago.

Q. I mean at the Island?—No, there has been no loss there at all.

By Mr. Wood:—

Q. In speaking of the boats being insufficient to do the work, I think you said you were Census Commissioner on the Island?—Yes.

Q. Have you any statistics to show the increase of the trade during the last ten years?—I have not them here. If I had known you had wanted them I might have brought them to you. I may be able to get them for you here. I might say that the trade with the Provinces has increased very much. Now, last year—I speak from knowledge of the fact—the price of grain in England fell off, and we were all alarmed lest we should have our oat crop left upon our hands without a market for it. But it so happened that there arose a demand for oats in the Provinces, Miramichi, St. John, Sussex and places we were not in the habit of shipping to; and they took all the produce we had. Now that produce has commenced to go that way, if the rates were more reasonable by steamer and there was more accommodation, more would be shipped.

By the Chairman:—

Q. When you speak of reasonable rates do you mean to infer that the rates are too high now?—They are beyond my reach altogether; I do not use the steamer for my trade.

Q. How do you ship?—By sailing vessel.

Q. And you think if the rates were lowered more would be shipped?—Yes; I think the passenger rates are too high there too. It is a very short run across—forty miles—and the ticket is \$2.

Q. Do not they issue through tickets to Boston, St. John, etc., in connection with the lines of Railway?—I think they do sometimes, but not always. I think, too, that they are \$2.

Q. Do you consider that too high?—I consider that too high.

Q. You have never bought a ticket by the *Northern Light*?—No.

Q. And still you consider that \$2 is high?—It is a higher rate than you pay for a similar trip anywhere else.

Q. You think another boat should be put upon that route and you recommend a screw boat?—I think a screw boat is necessary for the spring or fall; but I think a paddle boat is better and more convenient for freight in the summer. It is easier to roll freight on and off a paddle boat.

Q. How many years did you say the boats were on the route?—I could not say exactly but I think about twenty years.

Q. Did they come on new boats?—They require new boats at present. I have never examined the boats, but they undergo repairs every year. We know, though, what a wooden vessel is after twenty years of work as hard as that which they have done. There appears to be an impression that Island people insist upon having an Island Company. I do not think that should be insisted upon at all. The service

should be the very best wherever it comes from. It is desirable, from an Island point of view, that it should be an Island Company, but there is no use in insisting upon that.

Q. The Company receives \$10,000 a year as a subsidy; is that a sufficient subsidy for a line of steamers to keep up communication there, or would you recommend an increase in the subsidy?—I think if you separate the passenger and freight business \$10,000 is not sufficient. But it depends upon what you expect. If you want more boats and better boats you will have to give the subsidy. A boat ought to run over there in two and a half hours instead of three and a half or four hours.

Q. That is between Summerside and Point du Chêne—four hours?—Yes.

Q. Is that the average of the trips?—It is about the average; I have crossed in less.

Q. And you think it should be done in two and a half hours?—I think so.

By Mr. Wood:—

Q. What would you think about having a ferry between the Capes in the summer time?—I suppose when the roads are built there, that will follow.

By Mr. McIntyre:—

Do you think it would be advisable to make that, the summer and winter crossing for mails and passengers?—Well I would think that the other routes would answer as well—from Summerside and from Charlottetown. Those places will continue to be the natural outlets for the freight trade no matter what you do. But I have no doubt if you build the railways that a boat will follow. In fact it will of necessity.

By Mr. Wood:—

Q. Suppose one was put there, would it not be a favorable route for passengers?—People who are afraid of being sea sick would no doubt prefer the shorter route.

By Mr. Brecken:—

Q. There has been some evidence given as to the practicability of boats carrying Cars across the Straits, and of laying another rail on the Island railway, so as to avoid the time and expense of breaking bulk; what do you think of that?—I think it is quite practicable, but whether there would be enough trade done in that way to justify the expenditure or not, I would not venture to say.

Q. Assuming that the Steam Navigation Company have daily communication, and a better class of boats what would be the time saved in reaching Boston and such places, if this plan were adopted?—It would be very material; but I could not figure it just now without a time table; it would make a difference of some days.

Q. What freight would there be in the summer months—excluding the rush in the spring and in the autumn—to warrant having these Cars carried across the Strait?—If there is a line of that kind no doubt it will be used for many purposes; and for the shipping of potatoes for instance, early and late, eggs and produce of that kind it would be largely used.

By Mr. McIntyre:—

Q. Would not there be the mackerel too?—Yes; but there is not the same object to be gained in forwarding mackerel when they are salted; there might be a trade though in fresh fish.

Q. Do you not ship your mackerel by the Boston boat now?—Yes.

Q. And it is important that you should get it through in time?—Yes; there would be a quantity of fish go by it no doubt.

Q. I understand you to say there would be a difference of several days as between the two routes; supposing you had daily communication what would be the difference in favor of the Cape route with the Cars?—There would be a difference of two days.

Q. How do you make that out?—Well, stuff put on board at Tignish is sent down, and when it comes to Summerside it may have to remain a day while being unloaded; then it goes to Shediac and the delay in reshipping there is no doubt a day.

Q. Supposing the connection is made to accommodate the people would you consider that the shipments in the course of the summer would be so bulky and

heavy that they would require all their time—assuming that they have connection to suit the convenience of the people?—I do not think you could get that down. When the steamer arrives at Point du Chêne they generally go right on. But if the freight could go right along without any delay from one place to another, it would go really as quickly one way as the other.

By Mr. Brecken:—

Q. Then as far as passengers are concerned the difference in time would not be considerable?—It would not be anything. The time in handling freight and reshipping it would cause delay; but if you load your car at Tignish and it goes right through without reshipment there would be no delay in shipping. That is the way I wish to be understood.

The Committee adjourned.

OTTAWA, 5th April, 1883.

The Committee met, Mr. HACKETT presiding.

Captain ARCHIBALD FINLAYSON called and examined.

Q. What is your occupation?—I am a master mariner and pilot on the *Northern Light*.

By Mr. Brecken:—

Q. How long have you been Pilot on the *Northern Light*?—Six winters.

Q. And you are still?—Yes.

By Mr. Wood:—

Q. And Pilot on the summer boats, too?—Yes.

By the Chairman:—

Q. How many years have you been Pilot?—Sixteen years.

Q. Sixteen consecutive years?—Yes.

By Mr. McIntyre:—

Q. What part of the world have you been in mainly during those sixteen years?—Around the Island shore?—Yes.

By the Chairman:—

Q. You are Pilot of the Prince Edward Island Navigation Company's boats?—Yes.

Q. Which?—The *Princess of Wales*.

Q. And the six winters you have been on the *Northern Light* have been consecutive winters?—Yes, Sir, one after the other.

By Mr. McIntyre:—

Q. You have been on her since she commenced to run?—Since the first year.

Q. You went on her in 1877?—Yes.

By Mr. Wood:—

Q. Can you give the Committee the dates that she commenced running and ceased running in the different years; at what time did she commence to run in 1877?—I could not give that; I have not the dates with me.

By Mr. McIntyre:—

Q. How many months did she run in the first year?—About three months.

Q. How many months or weeks in 1878?—I think about seven weeks in 1878.

Q. How many in 1879?—I think we ran about two months.

Q. How long in 1880?—I think we ran that year for about the same time as in 1879.

Q. In 1881?—We ran two months in 1881.

Q. In 1882?—About two and a-half months.

By Mr. Wood:—

Q. That was in the fall?—Yes, Sir.

By the Chairman:—

Q. Did you commence the trips before the first of January that fall?—Yes.

Q. About what time in the fall did you commence?—About December.

By Mr. McIntyre :—

Q. The time at which you commence depends upon the season and the time the ice makes?—Yes, Sir.

Q. But it was rather early this year?—Yes; earlier than usual.

By the Chairman :—

Q. What is it that prevents you from continuing the trips right through the winter?—The heavy ice.

Q. When you meet the heavy ice do you generally have to stop?—Sometimes when it comes too heavy we have to stop, and it may be three or four hours before we get started again.

Q. But I mean, do you stop the trips altogether?—No.

Q. This year the trips stopped very suddenly did they not?—Yes; the ice came down pretty strong, more so than I have ever seen it before.

By Mr. McIntyre :—

Q. Is it not a fact that the Rivers and Bays were unfrozen when the ice came into the Gulf?—They were all frozen.

By the Chairman :—

Q. At what date did you stop making the trips that winter after meeting the heavy ice?—I think it was the 12th of January.

By Mr. McIntyre :—

Q. I understood the last time you made the run was on the tenth?—I am not sure but that it was on the 10th of January.

By Mr. Brecken :—

Q. How many trips did you make in the early part of the winter?—We made twelve round trips.

By Mr. McIntyre :—

Q. These trips were made in open winter?—No we had lots of ice last fall.

By Mr. Wood :—

Q. Can you tell us the days on which you stopped in former years?—No; I could not.

By Mr. McIntyre :—

Q. You never stop so long as you could cross?—No.

Q. You would make a trip when you could?—Yes.

Q. Except this winter?—Yes.

By Mr. McIsaac :—

Q. Why was she laid up this winter?—I understand the Captain had orders to lay up the boat if not fit to run.

By Mr. Brecken :—

Q. And were you prevented from going out by the State of the Gulf?—Yes.

By Mr. McIsaac :—

Q. How can you say whether you were or not when you did not try to run for a month or two. She was laid up on January 4th, and when did you commence to run her?—Last Friday.

Q. That would be the last of March?—Yes; We were running near a fortnight when I left her for here.

Q. Well, when did she make her first trip this spring?—I think it was on March 20th.

Q. Then from January 4th until March 20th she was laid up?—Yes Sir.

By the Chairman :—

Q. Why could you not have made trips before March 20th?—We could not get her out. It took us twenty days to cut her out of the ice.

Q. Was there ice in the Gulf?—Yes.

Q. But it was not that ice that kept you in?—No Sir; it was the harbor ice.

By Mr. McIntyre :—

Q. What progress would you make a day, in cutting her out?—Some days we would make half a mile and some days less.

Q. What was the thickness of the ice?—Nineteen inches and as clear as you have seen ice on a fresh water river.

How did you get her out?—We used to butt at it. We had an ice saw cutting ahead of us drawn by two horses, and when it had cut we would butt at the ice.

Q. Don't you think that was very hard on the ship?—I am sure it was.

Q. Don't you think it would be harder on her than outside service?—Much harder.

Q. Don't you think it would be better to leave her out by Panmore Island, instead of running her into Georgetown Harbor?—That would do sometimes, but last winter it would not be safe to lay her up at Panmore Island.

Q. Why?—Because we had continued north-east winds which always pile the ice in there, and it might come so heavy as to drive her on shore.

Q. Would she not be safe inside of the Island?—Yes; about a mile inside of Panmore Light,

By Mr. McIsaac :—

Q. Is it usual to bring her into Georgetown harbor as far as you brought her in this year?—Yes; and farther; we used to take her in farther.

By Mr. McIntyre :—

Q. Where was she this winter?—About a mile and a half opposite Whiteman's.

Q. Used you not to land at Panmore Island and have your supplies carried out to you five miles from Georgetown?—That was last winter when we were caught out there.

Q. When I went on board in 1877 I went on board at Panmore Island, that would be considerably inside the Island?—No, it was rather outside of the Island, because she did not come in any further that time. It was if anything inside Panmore Island.

By Mr. McIsaac :—

Q. If she had been running in and out of the harbour as frequently as in other years would not that have prevented the ice from becoming so strong and hard?—Not a bit.

Q. She was laid up a long time at the wharf while the ice was making, if she had been making her trips regularly would not that have prevented the ice forming so hard?—The track would freeze in two nights so that she could not get through it.

Q. But it would not be so thick?—It would not be so thick.

By Mr. McIntyre :—

Q. What was her condition when you left Georgetown Harbour?—She was making twenty-five inches of water in the twenty-four hours while we were working in the ice, breaking the ice.

By Mr. Brecken :—

Q. Is she very sharp built?—Yes; and the water shows more in her than in a flat vessel.

By Mr. McIntyre :—

Q. Do you think you could have made her trips as successfully this year as in former years?—Yes; if we could have got out of Georgetown in time.

By Mr. McIsaac :—

Q. The outside ice was not worse than in other winters?—I do not believe it was so bad as last winter. Last winter the prevailing wind was from the north-east, and that is the worst wind to blow ice into the Strait.

By Mr. Brecken :—

Q. During the time you were laid up it was impossible for you to get her out until you did?—We could not get her out till then.

By Mr. McIsaac :—

Q. She was laid up on January 4th?—Yes.

Q. How long afterwards was it that you began to cut her out?—A couple of days. We steamed out from the wharf a few days after we got to the wharf and moored her in the ice towards Whiteman's Point where she remained.

By Mr. McIntyre :—

Q. I suppose you put her out there for convenience?—We thought she would be handy there for spring work again.

Q. Had you orders to lay her up when you put her out there?—Yes Sir.

By Mr. McIsaac:—

Q. It was on account of orders to lay her up that you did lay her up?—That is what I understood from the Captain.

By the Chairman:—

Q. You did not see the orders?—No Sir.

By Mr. McIntyre:—

The Captain told you that he had them?—That he had them.

By the Chairman:—

Q. What was the nature of these instructions?—He was to lay the boat up in the harbor when it was not safe to run, and if he did not act according to the instruction he was to be responsible for any damage or loss.

By Mr. Brecken:—

Q. Was not it that he was to use his own discretion?—Yes Sir.

Q. You understood from the order that he was to incur no great risk, that he he was not to incur the same risk he did the last season, that he was to be more careful than during the last season?—Yes Sir.

By Mr. McIntyre:—

Q. Did you not understand from the order that she was to stay in Georgetown Harbor all the winter?—Yes; if it was not fit to go out.

Q. And that for anything that might happen the boat he would be responsible, and that, therefore, the only way to escape responsibility was to remain in the harbor?—That is the way he told me that the letter read.

By the Chairman:—

Q. You have commanded a ship yourself?—Yes Sir.

Q. Are Captains held responsible for the safety of their vessels?—Of course they are.

By Mr. McIntyre:—

Q. I suppose you consider responsibility in open water quite a different thing from responsibility when a ship goes to sea in winter time?—It is quite different.

Q. And you might in some way be held responsible for the loss of a ship in winter though not in the summer in open water?—No Sir.

By Mr. Brecken:—

Q. Did you see the instructions?—No.

Q. You say you believe the Captain was instructed not to go except upon his own responsibility?—Yes.

Q. Now were not the instructions these, that he was not to run any extraordinary risk; the simple instruction that the Captain would run at his peril would be an extraordinary instruction to come from the Department; but was not the instruction simply that he was not to run any extraordinary risk when there was no fair prospect of getting over?—I expect that would be the meaning of it.

By Mr. McIntyre:—

Q. How could he understand whether there was a prospect or not of getting over unless he tried outside; you could not tell lying in Georgetown Harbor whether it was unfit outside or not?—We made several trips after we got those instructions.

By the Chairman:—

Q. Under what instructions were you working in former years; were you instructed by an agent of the Department?—Yes.

Q. And the Captain had no authority in the matter of making his trips, and had only to go as the agent directed him?—Yes.

By Mr. McIntyre:—

Q. Did he get instructions to stop in other years?—No Sir.

By Mr. Brecken:—

If these instructions had not been sent do you think you would have made trips after the 4th of January?—No Sir, I do not think so.

By Mr. McIsaac :—

Q. For the reason that you could not get out of the harbor?—Yes Sir.

Q. But if you were outside?—If we were outside we might have made more.

Q. When she did make her first trip last month, it was through having instructions from the Department to start, was it not?—Yes.

Q. The Captain did not attempt to move her until he got instructions from the Department to start?—Oh, yes; we were working with her before.

Q. That was in getting her out; but you did not venture upon a trip to Pictou until you got instructions from the Department?—No Sir.

By Mr. McIntyre :—

Q. You consider that the last instructions superceded the first?—We were supposed to leave as soon as we could get out.

By the Chairman :—

Q. The Captain was simply using his own judgment?—Yes.

Q. And when he thought he could get across he went out?—Yes.

By Mr. Wood :—

Q. Could you tell me the average number of trips you make in the winter season, taking certain months say, from the middle of January to the middle of March; if I understand you aright, previous to this winter you have run all the winter, could you give us the average trips?—If I had known before I came that you would want that I could have brought the information down with me; but I have it not here.

By Mr. McIntyre :—

Q. You always keep a record of them?—Yes.

By the Chairman :—

Q. Now as to the condition of the boat at present; do you consider her safe—is she strong and staunch?—No Sir; she is not strong.

By Mr. McIsaac :—

Q. She is not so strong as she was?—It stands to reason that a boat that has done the work she has could not be.

By Mr. Brecken :—

Q. That is in consequence of her being nipped in the ice?—Yes.

Q. How long ago was it that she received serious injuries?—Last winter she received the worst crushing in the ice she has ever got.

By Mr. McIsaac :—

Q. Where was that?—We were between Mabou and Cape George.

By the Chairman :—

Q. How many days were you in the ice?—Six weeks.

Q. In the jam?—Yes Sir.

Q. At that time were you endeavoring to extricate the boat from that jam?—Yes, we were for a fortnight trying to get her out from daylight to dark.

Q. Do you suppose if you had had another boat to assist you you could have got her out of that with greater ease?—No Sir; no boat could steam through it.

Q. You simply had to remain there until the ice parted?—Yes: the ice was about thirty feet deep under us.

Q. Thirty feet deep?—All of that,

By Mr. McIntyre :—

Q. Are there not currents out there that sometimes run in certain directions and open the ice out?—Yes; when there are favorable winds, but last winter we had a north-east wind continuously.

Q. You had it for a month or so?—We had it for over two months.

Q. And does not the ice open except when there is a change of wind?—Very seldom.

Q. And the current has no effect upon the ice?—It might in calm weather, sometimes, and when the Gulf is not very tightly packed; but when it is packed very tightly, it is seldom that it opens unless there is very calm weather.

By the Chairman :—

Q. That is, the currents do not affect it?—No.

Q. Do you think it possible, with the *Northern Light*, or with a stronger or better boat, to keep up communication between Georgetown and Pictou?—Not regularly.

Q. Is there a period in mid-winter when it would be advisable to take her out of the harbor at all?—There are four or five weeks in the dead of winter when I do not believe any boat could keep up communication.

Q. About what time would that period commence?—About January 1st.

Q. And it would extend to the middle of February?—Yes.

By Mr. McIntyre :—

Q. Do you not run till the middle of January sometimes?—Yes.

By Mr. McIntyre :—

Q. Do you suppose a boat could be built that would run longer than the *Northern Light* and commence earlier?—Yes; I am sure of that.

Q. The *Northern Light* ran this season up to January 4th and ceased earlier than usual; has not she sometimes run in February?—Yes.

Q. Well if she could run into February could not another boat be built that might run longer?—Yes.

Q. And perhaps might run all the winter except a week or two?—Yes.

Q. There have been winters in which the *Northern Light* has not been caught at all?—The first winter she ran pretty regularly, but there are winters when it would be impossible to run her regularly; last winter it was impossible.

By Mr. McIntyre :—

Q. You consider that even in the worst winter she could run the whole of it except some five weeks?—Yes.

Q. Did you ever have any experience in crossing except between Georgetown and Pictou?—I think that is the most suitable place for a steamboat.

Q. Would you consider it a mistake to take the boat off that route?—I think it would be a great pity to take her off.

Q. It would be a drawback to the Island?—Yes.

By the Chairman :—

Q. You believe that the best place for the purpose of navigation is between Georgetown and Pictou?—Yes; and I will tell you the reason. Pictou Island is pretty nearly in the middle of the Strait and there is always open water off the east end of that Island. That is the direction in which we cross. It is the same about ten miles from Georgetown. It is always broke up near Cape Bear and Pictou Island.

Q. It was represented by one witness that the ice up by way of Cape George was open, while elsewhere it might not be?—We were driven several times down as far as Cape George in drift ice, and we could not see any chance of getting through.

By Mr. McIsaac :—

Q. But you were never very near Cape George?—Yes; last winter we were about four miles of it.

Q. And it was for Pictou that you were making at the time?—Yes.

Q. And why did not you go to Pictou instead of Cape George?—On account of the heavy ice.

Q. But when you were free, would it not have been easier to make Cape George than Pictou?—No.

Q. You were four miles from Cape George, and still it was easier to go to Pictou?—Yes.

Q. Did you make any attempt to go to Cape George?—No,

By the Chairman :—

Q. Do you consider the model of the *Northern Light* a good one?—No.

Q. What improvement would you suggest?—A boat something like the Newfoundland ice sealers, but not so large as them. A boat of about six hundred tons gross tonnage would be large enough.

By Mr. McIsaac :—

Q. What is the tonnage of the *Northern Light*?—I think it is four hundred tons gross.

By Mr. Brecken :—

Q. Will you point out the faults in the model of the present boat?—She is too sharp forward for one thing, and when she jams in the ice she will not draw herself out. If she was fuller forward she would be a great deal better.

By Mr. McIntyre :—

Q. Is it not when she runs up on the ice that she jams?—She does not run up on the ice, she cuts right through.

Q. If you run her at pack ice she wont go up on the ice?—No.

Q. That is if you have her too much down at the bow she wont go on?—At any time she wont.

By Mr. Wood :—

Q. If you have the weight in aft will she not do so?—All the weight is aft when she has no cargo in her.

Q. But when the weight is aft wont she?—No Sir.

By Mr. Brecken :—

Q. When you were running out of Georgetown did she not go up on the ice?—No. Sir.

By Mr. McIsaac :—

Q. You said she had thirty feet of ice under her?—Yes.

By Mr. McIntyre :—

Q. And yet you never saw her run up on the ice?—No, not in steaming; but when she stands still the ice jams in right under her.

By Mr. Brecken :—

Q. What thickness of ice did she break this winter?—Nineteen inches.

Q. Harbor ice?—Yes.

Q. She broke nineteen inches of ice with the assistance of an ice saw?—Yes Sir; She did not break it for any distance; she would go about five or six feet at a butt.

By Mr. McIntyre :—

Q. But when she hits the ice outside she splits it?—Yes; if there is any room for it to spread.

Q. The harbor ice is land locked?—Yes; If there is no room to spread she jams right into it and we have to use the check screws to get her out.

By the Chairman :—

Q. Have you noticed any other defects in her construction?—Well, a boat of about 600 tons would require about one quarter more power than she has.

Q. What is the power of the present boat?—I do not know.

By Mr. McIntyre :—

Q. You would recommend a boat something like the Newfoundland sealers?—Yes.

Q. What are their good points?—They are stronger and a better model for the ice.

Q. What is the model?—They are fuller forward than the *Northern Light* and altogether a better model.

Q. Are they made for running up on the ice?—No Sir.

Q. What are they made for; for steaming through loose ice?—Yes; they do not steam through ice as we do; when they get into the ice they remain there.

Q. They are in no hurry to get out of it?—Yes.

Q. Do you think they could be hurried through the ice the same as the *Northern Light*; do you think they would do better than the *Northern Light* if in a hurry and on the same route?—Yes, if they had power enough; but these Newfoundland boats have not nearly the power that we have.

By the Chairman :—

Q. But you think their model is superior to that of the *Northern Light*?—Yes.

By Mr. McIntyre :—

Q. The *Northern Light* does very well after the ice is broken?—Yes.

Q. Well then where is the improvement; if the Newfoundland boats do not go over the ice and the *Northern Light* can do all they can, and a little more, how can

they be an improvement upon her?—The Newfoundland boat is a bigger boat and works better in the ice.

Q. But I understand you to say the *Northern Light* works better in the ice?—When she gets any chance in broken ice she will go through that well enough.

By Mr. McIsaac:—

Q. And the Newfoundland sealers will do the same?—Yes.

Q. In the same kind of ice where the *Northern Light* would stick would not the Newfoundland sealers stick?—No.

Q. Why not?—On account of the model; they would not stick in the ice at all like the *Northern Light*.

By Mr. Wood:—

Q. Something has been said about her model aft; she has a very deep aft?—Yes; she draws nineteen feet of water: any boat for that service would require a heavy draught of water. Some have the idea that a boat drawing five or six feet of water would do, but with such draught it would be impossible to save the screw. There is no doubt that so great a draught of water is very unhandy sometimes but it is wanted in the ice.

By Mr. McIntyre:—

Q. What is the draught of these Newfoundland boats?—Some fourteen or fifteen feet.

Q. But that would not be sufficient?—No; seventeen or eighteen would be necessary.

By the Chairman:—

Q. When you were nipped in the ice do you suppose the boat was in any great danger of being lost?—Yes; she went about three inches on the starboard side abaft the main rig.

Q. Crushed in?—Yes Sir. The boilers are about two feet apart and there is an iron beam running across the boilers just where it took it. This beam bent and it came within half an inch of one of the boilers.

By Mr. McIsaac:—

Q. Before you got fastened in the ice was she disabled?—No; on the starboard side abaft the main rig her side went in about three inches. But after a while when she got loose she came straight again. She made considerable water, however, she was in the channel and an iron beam running across between the two boilers was bent.

By Mr. McIntyre:—

Q. Where was she then?—Between Capes George and Albert.

By Mr. Wood:—

Q. Was she in pretty good order previous to that time?—Yes Sir.

Q. In about as good order as when she was new?—She was in better order than when she was new.

By Mr. McIsaac:

Q. Was it the violent concussion of the ice that knocked against her and caused it?—Yes.

Q. It must have been in open water when the ice had so much force as to bend her in that way?—No; we were not in open water at all. We were just in a crack between two large fields. There might have been open water further on but we could not see it.

Q. What sort of weather was it?—North westerly winds.

Q. Snowing?—Yes.

Q. Could you see Cape George?—Yes.

By Mr. McIntyre:—

Q. This spring when you went over were there many goods waiting for you?—Every warehouse was filled.

Q. The reason of that was your having stopped so early in the winter?—I think so.

By the Chairman:—

Q. Is there much freight at Georgetown?—Yes.

Q. If they keep up daily trips now do you suppose they will be able to clear the freight?—No, not before the other boats run. Last Friday when I left they had 125 barrels of flour on the piers. Here is another thing; she does not carry half enough cargo.

By Mr. Wood:—

Q. What does she carry?—Only three car loads.

By Mr. Brecken:—

Q. Would you consider it advisable, in the severest time you have to cross, to carry a cargo?—Well not in the severest time.

Q. Whatever the model of the vessel the lighter she is the better?—The lighter she could be kept the better.

By the Chairman:—

Q. Are there many passengers going that way?—A great many. Another thing; she only carries 100 tons of coal and a boat for that route ought to carry from 200 to 250 tons. Then there is no accommodation for passengers or freight upon her. I have seen her so crowded that you could not move in the saloon.

Q. Would you approve of a boat modeled something after the Newfoundland sealers with better accommodation for passengers and freight?—Yes; and about one-third more power than the *Northern Light* has got.

Q. Before you laid up this fall and last fall and every fall could an ordinary screw steamboat, not a boat intended for winter service at all, but an ordinary boat keep up trips between Pictou and Georgetown for some little time before you laid up?—Yes; last fall an ordinary boat could have run a fortnight later than the Steam Navigation Company's boats did—that is a screw boat not a side wheeler.

By Mr. McIsaac:—

Q. Were you in her when she landed one time at Tadousac?—Yes Sir.

Q. Why did not you go to Pictou at that time if Pictou is the most accessible point on the mainland?—It happened to be open there. After a continuous north-east wind it is difficult to get into Pictou, but that is not very often.

By Mr. McIntyre:—

Q. How would the ice be around Cape George, when there is a north-east wind?—The ice would be full.

Q. Well would not Pictou be the same?—Yes.

Q. Therefore Cape George is no worse than Pictou?—Pictou is the most suitable place for the winter.

By Mr. McIsaac:—

Q. Was Captain McIlhenney there when you landed at Tadousac?—Yes Sir.

By the Chairman:—

Q. Do you think the *Northern Light* is fitted for the service for any length of time now?—No Sir, I no not think she is.

By Mr. McIsaac:—

Q. Are you getting tired of her?—No Sir; I would like to see a stronger boat there though.

By Mr. McIntyre:—

Q. Would you like to see a new boat?—Yes; the *Northern Light* can never be strengthened.

By Mr. Brecken:—

Q. How long will she last provided she receives no serious damages?—She might stand for a couple of winters more.

By Mr. McIntyre:—

Q. When did she undergo the last repairs?—Last summer.

Q. What was the nature of the repairs?—Her bottom was wormy.

Q. And some strakes were taken out?—Yes.

Q. How many were taken out?—I do not know, I was not there. It stands to reason she could not be as good as ever; any vessel that has done the work she has would not be.

Q. Were there some beams broken in her?—Yes Sir.

Q. What was the nature of that?—Last winter twelve months they got broken, and they put them in last summer twelve months in Charlottetown.

Q. They have been replaced?—Yes; they could not put any more beams in her.

By Mr. McIsaac :

Q. Does she get more and more helpless in the ice than she was in the beginning?—Yes; she is much weaker. But she is stronger forward than at first; there was a new bow put in her at Pictou.

By the Chairman :—

Q. Have you ever crossed at the Capes?—No Sir.

By Mr. McIntyre :—

Q. You were on the *Northern Light* when she went up towards Pugwash; what winter was that?—Last winter two years.

Q. Would that be 1880?—Yes.

By the Chairman :—

Q. How far up did you get?—About 15 miles from Georgetown abreast of Wood Island.

By Mr. McIntyre :—

Q. What time did you leave Georgetown, was it in January or February?—I have not the dates but I think it was in January.

Q. You got as up far as Wood Island?—Why did not you go farther?—Because we could not get any farther for the ice; we got jammed in and could not get any farther.

Q. What happened you then?—We were carried away down abreast of the eastern end of Pictou Island and then it opened up and we got away.

Q. You gave up the trip then?—Yes.

Q. You thought it would be impossible to make the trip then to Pugwash?—It would be impossible, it could not be done.

By the Chairman :—

Q. You mean it would be impossible to make the trip from Georgetown to Pugwash?—Yes.

Q. But if you had the boat at Pugwash could not you get her down?—Yes we might; if the boat was caught she would be sure to be carried down to the east.

By Mr. McIntyre :—

Q. You think the *Northern Light* is on the best route for running between the Island and the Mainland?—That is the best route in the Straits to-day in my opinion.

Q. And you think winter communication can be kept up pretty well if there is a good boat?—Yes if there is a good boat.

By M. McIsaac :—

Q. Do you think her model would be a good one if she was changed forward?—No Sir; she is not a good boat from forward to aft.

By Mr. Brecken :—

Q. Do you think it is good to use dynamite cartridges, when you are caught in the ice, for splitting the ice?—I think dynamite would be of great service, but I am not sure that it would be safe to carry on board the boat.

Q. But you think it could be used?—It is used in arctic expeditions is it not?—I do not know whether they use dynamite but they use powder; but I do not think powder would ever be a success in blasting ice. If we carried dynamite I would like to have it on springs.

Q. When we had an interview with Captain Sewell he spoke of, (when the vessel got into the ice,) of rolling her; were you on board of her when he was there?—No, I was not on her the first winter.

Q. He tried that did he not?—Yes, but it would be impossible to keep rolling her.

Q. That was the idea he had when he got up the model?—I do not know where the poor man got the model.

Q. Was the ice of an unusual thickness in Georgetown harbor this winter?—The harbor ice was nineteen inches thick.

Q. Was it heavier outside this year than last year?—Not nearly so heavy.

Q. Did you ever see it so solid so far out as you did this year?—No; and the oldest inhabitant never recollected it being so solid so far out too.

The *Northern Light* does good work while the ice is loose?—Yes sir.

By Mr. McIntyre:—

Q. In the pack ice do you think any other steamer could do better?—Yes Sir.

Q. How? A vessel of a different model and of more power.

Q. But supposing it was twenty or thirty feet thick how would a vessel work through it?—It is not that way all through the Straits.

By Mr. Brecken:—

Q. What is the average thickness of the ice on the Gulf?—Last winter I saw ice five feet thick but that was ice that came in from Labrador.

Q. But speaking generally what is the average thickness?—From twenty-three to twenty-four inches.

By Mr. McIsaac:—

Q. You are Pilot on board?—Yes.

Q. Your duties as Pilot are they more to discern the land or to discern the most feasible routes through the ice?—The land, and very often I look out for the best routes.

By Mr. McIntyre:—

Q. You generally follow lanes of water when you can get them?—Yes.

Q. And you always have an eye for Pictou Island?—Yes; we pick the best current we can and the shortest.

By the Chairman:—

Q. You say you are pilot on one of the Steam Navigation Companies boats?—Yes,

By Mr. McIntyre:—

Q. During your experience of six years in the ice have you learned anything you did not know before in regard to navigating the Gulf in winter?—Yes.

Q. What have you learned that you did not know before?—Before I went into the *Northern Light* I did not think it could be done at all.

Q. Now you are convinced that it can be done?—Yes.

Q. And done pretty regularly too all winter?—Yes, in a proper boat; if I had been told before the *Northern Light* came on, that it could be done as well as it is done, I would never have believed it.

By Mr. McIsaac:—

Q. You have learned also that the *Northern Light* is not the right boat?—Yes; but there is no mistake that she is a very good experiment for the first trial.

By Mr. Brecken:—

Q. Do you not think a vessel of 600 tons would be rather large to work in the ice; Captain McIlhenney or some one spoke of a vessel of 400 or 500 tons?—Well a boat of 500 tons, gross tonnage, is not a large boat; the one is 400 tons register and the other 600 tons gross, which would be about the same.

Q. You are obliged to be very careful not to let this boat touch the bottom?—I believe that if this boat touched the bottom she would never get up again.

Q. Did not she touch on Pictou Island once?—Yes.

Q. She did not go down that time?—I mean if she was to touch the bottom and the water should leave her she would fall over.

Q. Have you ice boats connected with her?—Yes, four.

Q. And do you think the equipment of the boat is now pretty complete?—Yes Sir; four ice boats are plenty; they are of the same style as those they have at the Capes.

By the Chairman:—

Q. Between what points does the boat you are employed in the summer time ply?—Between Charlottetown and Pictou.

By Mr. Brecken:—

Q. Do you run to Charlottetown Harbor with the *Northern Light* in spring?—

No.

Q. One of the Ministers mentioned your going to Charlottetown in the House the other day, I think?—Oh, she went there for eight weeks last summer when the boat was being repaired.

Q. If you had a good iron boat there connected with the Steam Navigation Company how much later could you run in the autumn, and how much earlier in the spring than the summer boats do now?—Maybe some falls we could run a week later, and maybe a week earlier in the spring. Last fall I dare say a good screw boat would run a fortnight later.

Q. How often now are you kept in harbor as a rule because of the stormy state of the weather?—Some summers we do not loose a trip.

Q. But you do sometimes in the autumn?—We lost one trip last summer, that is all.

By Mr. Wood:—

Q. Do these boats run at all after the ice forms?—No.

Q. Would not a screw boat run when there is not much ice?—Yes.

By Mr. Brecken:—

Q. If you had a good strong screw boat surely it would be able to run more than a week later in the autumn; do you not think it would run a fortnight or three weeks later?—A good wooden screw boat would, but an iron boat would not. It would not do to touch an iron boat with the ice at all.

By Mr. McIntyre:—

Q. I suppose in the fall of the year the main difficulty that the boats have is with the harbor ice?—Yes.

Q. A little skim of ice in the harbour would stop those paddle wheel steamers?—It does not take much to stop them.

By the Chairman:—

Q. Have you found those boats sufficient to keep the freight clear at Summerside and Charlottetown, and at other points on the Mainland across again?—Sometimes the freight accumulates a little. We cannot keep it clear sometimes, but we did not leave any last fall, we cleared it all away.

By Mr. Wood:—

Q. I do not know anything about models but could not boats be constructed after the model of the Newfoundland sealers you speak of, that would run between Summerside and Shediac for nearly as long as the *Northern Light* would?—Not up there Sir. Not up at that end of the route; they could run a good deal later than the Steam Navigation Company's boats do.

Q. How much later?—It may be sometimes a week and sometimes not that. Between a week and a fortnight. The ice makes very fast up there; may be they would run a fortnight some falls.

By Mr. McIntyre:—

Q. Do you think it would be an improvement to have screw boats about the same tonnage as the Steam Navigation Company's boats?—There is no doubt that screw boats would be better for fall weather.

Q. Do you not think that traffic has increased so that you require a larger pair of boats on?—Yes; traffic is increasing every year.

Q. How old are these boats?—They were built in 1864.

Q. What condition are they in now?—They are better this year than they were five summers back.

Q. Why?—They got a good overhauling in Pictou.

Q. Do you ever overload your boats?—We fill them up some. It would not do to leave freight behind.

By Mr. Brecken:—

Do you ever have to leave freight?—Yes, that is, coming on the fall of the year.

By the Chairman:—

Q. A gentleman yesterday stated that it was very inconvenient for passengers having to go by these boats. The smell is offensive and persons have to go through

a long alley to go to the saloon, thus making it inconvenient for ladies and mail passengers as well. Have you noticed any complaints?—They have to go through this alley way.

By Mr. McIntyre:—

Q. It is a disagreeable way to enter a ship?—If there was a handier way it would be much pleasanter I dare say.

By Mr. Wood:—

Q. How long could a good screw freight boat run between Pictou and Georgetown in the fall after the Steam Navigation Company's boats have stopped?—They could run for over a month there.

By the Chairman:—

Q. We understand you then to say she might possibly keep up communication two weeks later at Summerside and a month later at Georgetown than the present Steam Navigation Companies boats do?—Yes, a good screw boat would run a month later to Georgetown. I do not think she would do a fortnight later between Shediac and Summerside.

By Mr. Brecken:—

Q. If you had a good screw boat of that description, would there be much necessity for a boat like the *Northern Light*?—Yes, I think a boat like the *Northern Light* would be still wanted.

By Mr. Wood:—

Q. What for?—When the ice would come any way heavy she would be required.

By Mr. Brecken:—

Q. As a rule do you do much work with the *Northern Light* a month after the Steam Navigation Company's boats have ceased running?—We carry freight all the winter in the *Northern Light* every trip we can.

By Mr. Wood:—

Q. I understood you to say you did not think when the ice was heavy you should have freight on board?—We never leave any freight, that is, if there is any to be carried.

By the Chairman:—

Q. Had you freight on board the time you were in the ice?—Yes sir.

Q. Any quantity?—We had a good bit sir.

By Mr. Brecken:—

Q. Is there anything else you have not been asked about, that you would like to state?—Some people run away with the idea that there cannot be accommodation for passengers and freight on board a screw boat as on a paddle boat, but screw boats can be fitted out for freight and passengers just as handy as a paddle boat, in fact more so. On these paddle boats half of the main deck is taken up with the boilers.

By the Chairman:—

Q. You say that sometimes the freight will get ahead of you at Summerside; how long will it be there, for a week?—It may be one trip—a day or two. Last fall there was more than I have seen before. This is on account of there being no demand for our produce for the English market, so much of it was shipped to the Provinces. I expect that will be always the case from this out.

By Mr. McIntyre:—

Q. It was due to the fact that there were no vessels to carry it away to England?—There was no demand in England.

Q. That occurs from time to time anyway?—Yes sir.

By Mr. Brecken:—

If two good boats were secured, there would be no difficulty in keeping up daily communication between Charlottetown and Nova Scotia, and Summerside and Point du Chêne?—Two smart boats would do it.

By Mr. McIntyre:—

Q. Screw boats would be quite an improvement on the present boats?—Yes, there is no mistake those two boats have done good service in their time.

By Mr. Brecken :—

Q. Suppose there was no interference with the summer route would there be employment for three boats?—I do not think that two boats could have kept the freight clear last fall at Summerside.

By Mr. Wood :—

At which end is there the larger amount of freight?—Between Summerside and Point du Chêne.

Q. Is there much difference?—Oh yes, a power of difference.

Q. What is about the proportion?—There is one third more freight between Summerside and Point du Chêne.

By Mr. McIntyre :—

Q. One third more on the bulk?—One third more on the bulk.

By Mr. Wood :—

That would be twice as much at Summerside as at the other place?—Yes, sir, all of that.

By the Chairman :

Q. How many hours does it take in crossing from Point du Chêne to Summerside?—We do it in three and a quarter hours, sometimes in fine weather; and sometimes it takes us four or five hours.

Q. You would make the average then four hours?—Yes.

Q. Do you not suppose the trip could be made in a shorter time?—Yes.

Q. What might it be made in, if time was an object?—It might be done in two hours with a good smart screw boat.

The Committee then adjourned.

OTTAWA, April 6th, 1883.

The Committee met this morning, Mr. Hackett in the Chair.

Hon. Senator CARVEL, called, stated as follows:—

By the Chairman :

Q. Will you please state to the Committee what you know from experience on the question of communication between Prince Edward Island and the Mainland?—I suppose in dealing with this subject it is better to take one branch of it at a time. There is the winter service with the *Northern Light*, and there is also the ordinary Cape service; of course they are necessarily distinct.

Q. Please give us your experience with regard to the *Northern Light* first?—With reference to the *Northern Light* I think that perhaps she is the best abused piece of property in the possession of the Government. I think she is a ship to a very great extent answering the purposes for which she was intended. I do not know, having had a great deal of experience in ships on the Ocean on all quarters of the globe I ought to have some knowledge of the matter—that she could be very much better fitted for her work. I have crossed a good many times in the *Northern Light*, and I think with better management, that so far as mails and passengers are concerned I could scarcely suggest an improvement upon her, except perhaps to give her more space forward so that a larger quantity of coals would not change her trim. I know from conversations I had with Mr. Sewell before his death and after crossing the Straits in the *Northern Light* several times with him, that his idea of running that ship was that, should never bump against the ice, that is to stop her. Mr. Sewell explained to me his whole idea in the construction of that ship and I thought very favourably of it, and still think very favourably of it. When she first went down there and when she had a load of coals considered sufficient for the voyage she would draw about 16½ feet, so that in a depth of 18 or 19 feet of water she would not have more than 30-inches forward, and with the round fore-foot she has if she struck the ice, instead of it stopping her she would run up on it as she has frequently done when I have been on her. In some instances she went up on the ice so far that jack-screws were necessary to get her off. But I think the Captain, and perhaps the

others on board of her are afraid of her when she is in that trim. I do not know that I would care very much to go out to sea with her in that trim myself when there is a gale of wind and the danger of meeting with ice. But whether it is from fear or from necessity it is an actual fact, that she carries a low bow, about 6½ to 7 feet forward which entirely thwarts all Mr. Sewell's ideas about the ship. When she is properly rigged, with an upright stem or with a "tumble home" stem, as the ship carpenters call it, and with her engine of 700 horse power, she is well fitted to do good work, but I have seen her running full speed against solid blocks of ice with such force that if I had not been on the look-out I would have been knocked off my feet, and from the way she was trimmed it was impossible for her to make the slightest impression. So I say that in that particular, Mr. Sewell's ideas are entirely thwarted. If she were kept in trim I have no doubt she would make better way. Then again she has been used for freight purposes, and when you put freight on board of her, from the nature of her construction she necessarily goes down, and I think, though I am not sure, that loading her with two or three days supply of coal has the same effect. If it were possible to enlarge her, so that you could put extra coal on board of her without changing her trim it would be an advantage. I have seen her go through ice 10-inches thick, as strong as ice could be, and she would rise up and break her way down and come out of the water and leave a clean channel behind her.

Q. You considered she was in good trim when Mr. Sewell was in her?—She was in trim to carry out Mr. Sewell's own ideas. She has not been in that trim since to my knowledge.

Q. You have been in her frequently since?—Oh, yes, frequently.

Q. You think she does not go through ice with the same facility as when Mr. Sewell was in her?—Certainly not.

Q. How do you account for that?—It is entirely owing to trim. Any gentleman who has ever seen her would recognize the shape of her stem at once. My own impression is, that it would be folly to combine a passenger, mail, and freight steamer there for the winter service. You cannot enlarge that steamer to advantage, because in crossing in ice the larger the steamer you get, the less chance you have to take advantage of the water openings wherever they occur.

By Mr. McIntyre.

Q. Do you think if a steamer crossed and recrossed there with tolerable regularity during winter, she might keep whatever freight there would be there free and clear on both sides?—No, I do not think so. Two hundred barrels makes a cargo for her.

Q. Have you any recollection when Mr. Sewell was on her and when he ran her with tolerable regularity, of the accumulation of freight there was on both sides at that time, that she could not carry?—No, I have not.

Do you think there was any accumulation of freight?—I do not remember, I do not think I was on the Island at all that winter. I saw Mr. Sewell on one occasion. I did not see him when he went down and relieved her at the mouth of Charlottetown harbor, but I saw him later in the season and crossed with him. I do not think it is possible, because that winter was a very unusual one. But this year I hear that a few days ago there were 6,000 barrels of flour stored on the island side, and I know I had 3750 barrels of flour there myself.

Q. No doubt that is occasioned partly by the vessel lying up so early in the season?—Yes, all the freight she could take in winter would be two hundred barrels per day. With three trips a week it would take ten weeks to carry away those 6,000 barrels, not to speak of large accumulation of other freight. So that I know she could not have done the work this winter, even if she had made three trips a week.

Q. But if the winter had not set in so early she might have got a good deal of it clear before the Streets closed up?—You cannot expect under the most favorable circumstances to make more than three trips per week, that is, to go over one day and come back the next.

By the Chairman :

Q. Do you think it possible with a suitable boat to run the whole winter through between the Capes with anything like regularity, say three trips per week?—I think it is simply absurd to say that it can be done in the dead of winter.

Q. You consider then that it would be advisable to lay her up during the period of heavy ice?—There are times when to put her out would be simply madness. For my part I do not care so much for the risk of property (because the boat belongs to nobody) as the risk of life, and that is a very serious matter.

Q. How long a period in winter do you suppose that would last?—It varies in winter from six to eight weeks. I have generally gone across to the Mainland for the last time about the 20th of January. Last winter I left home on the 19th and I crossed on the 20th, and that was the last trip of the season. This year the ice was down in the Gulf earlier than I ever knew of. For the average winter I think you might put it from the 15th or the 20th of January to about the 20th of March, that would be about two months. She might make a trip occasionally, but not with any reasonable degree of certainty. There is a period of, say about seven weeks; I place it at seven or eight weeks, that it is folly to attempt to navigate the Straits by steamer.

Q. You referred in one part of your evidence to the necessity of the better management of the boat. In what sense do you mean?—I refer to the trimming of the ship. It is a matter about which I have often talked with Captain Finlayson, and the last time I crossed I had a discussion with him about it, but of course he is the master and I am only a passenger. But I am perfectly certain from my own experience and from Mr. Sewell's explanation to me, that that ship ought in some way or other to be kept with her bows out of water as intended. I think it is possible to do so after the 15th or 20th of January, when common prudence requires that she should have three or four days' coaling on board. I think that of necessity she would trim properly if the coal was properly placed in her. When she is in proper trim and she comes against a piece of ice standing up out of the water three or four feet she butts against it and comes up standing. And here I would say that she has been styled as being slouchily trimmed and rattishly trimmed. If she was either of these things she never could stand one quarter of what I have seen her stand when I was on board of her. I have seen her with her 700 horse power engine and propellor in the stern, going with full steam on against an iceberg that would no more yield than the side of this building. She trembled, but still she survives, and it is a wonder she is alive. Of course the Government, since purchasing her, have spent a good deal of money on her, but she is a solid, strong ship, or she never could have stood it at all.

Q. Is there anything else you could suggest with regard to the *Northern Light*?—I do not think she could be improved so far as construction is concerned. With the exception of her trim I do not know how to make a suggestion.

Q. Would you suggest her removal to any other route running to the Island?—I think Pictou on this side is unquestionably the best point, and Georgetown is the most convenient on the other. I suppose there is no one in Prince Edward Island who is more interested in getting freight across there than I am. I suppose no one has patronized shipping, so far as freight is concerned, across there, more than I have. We have had 3,750 barrels of flour there all winter waiting to go over, but I believe that 1,250 barrels were taken across before the 20th of January, and I do not care now whether the balance goes over or not. I do not think it would be wise in the interests of commerce to attempt to put a large boat on there. I do not think a large boat would be an advantage, except, as I say, for coals. I think that passengers and mails getting across is of more importance than goods, though of course it is very nice to get goods across too. Then, there is a time between the stoppage by the ice and the opening of navigation by paddle steamers, which is very important. There is a sort of interregnum when our freight ought to be brought over and produce taken to the Island, and in that particular I think we have suffered more than in any other during the months of January, February and March. It was a very

great outrage, I think, to stop the steamer from running across so early. I have forgotten the date, but I think it was about the 6th of December that the Island steamers were laid up last year, and they might have plied safely for three weeks longer between the Island and the Mainland. The markets on the Mainland were hungry for our produce, and we had lots of produce to sell, but our steamer which is paid by the Government was laid up and we could not get our stuff to the market. I think it was as great an outrage as we ever had to submit to.

By Mr. McIntyre :—

Q. Was there any ice in the harbor that time at Charlottetown?—Yes, there was for a day or two;

Q. Would the paddles of such boats as were there work in that ice?—Oh yes; there were one or two days that looked a little doubtful for the steamers, and perhaps they were prudent to remain in harbor, but they were not prudent nor did they do rightly, when they dismantled the steamer at that time and continued to lie up for a period of three weeks when they might have been running. Of course as far as I understand, it the Steam Navigation Company have fulfilled their contract with the Government when they have run up to the first of December. After that, they run with their own risk, but it is something that not ought not to occur again.

By the Chairman :—

Q. You are talking with regard to summer communication now?—No; I am now talking of that period from when the paddle boats usually lie up until the *Northern Light* is forced to lie up. That is the season of our largest commerce.

Q. What would you suggest to do in that interim?—We want a steamer that can run when there is a little shell ice. We want one that can carry a considerable cargo, and to run to the mainland, for that is the route to be depended upon. The complaint I make, without definitely supplying a remedy, is for instance, that last winter nearly the whole month of December was lost to commerce, and it was an exceptional year, inasmuch as we had very large quantities of produce for market and there was a very great demand on the mainland for it. Our produce is there still, but much larger prices might have been realized if we had been able to get it across in the fall. This seems to me to be about one of the most flagrant breaches of the terms of Confederation that I have known. It is *the* instance in which our people have suffered more largely than any other that I can think of. A good deal has been said about running the *Northern Light* across from Traverse. If she were mine, and I was not very particular about the means I adopted to make some money, I would get her insured for about double value and then I would send her up there.

By Mr. McIntyre :—

Q. You think you would get your insurance pretty soon?—Yes; it is particular absurd to talk of running any kind of steamer up there.

By the Chairman :—

Q. You leave steam out of the question altogether?—Yes, as to running her across; but you know that, in the winter season, in the early winter and in mid-winter more especially, towards spring we will have several miles of open water in the Straits on one side or other, according to the wind. In the majority of days the steamers do not cross, on account of the open water and too much sea. These little boats, about 17 feet long or so, are not fit to go out where there is a six or a nine-inch sea. They sometimes refuse to go—in fact, they do so as a rule—because of the sea, and sometimes they go half way over and they have to come back on that account. Sometimes the men go across at great peril of their lives. I think the narrowest escapes I have ever had, so far as I know, were in crossing the Straits in open water. I have crossed about forty times, and have had as much experience there as any other individual, and I have suffered the greatest exposure and risk, and injury to health. The men down there have provided, I believe at their own cost, what are called water boats—rather large row boats. My idea is to have a steamer there—you might call it a launch if you like—but something that would be able to go across open water when there is somewhat of a sea on. It is impossible to cross continuously. I remember waiting in one case from Monday at one o'clock till the

following Monday at noon before we could get across. The day before I crossed, this winter, the men got half way across, or more, but they had to come back. To meet that, I would have another class of boat; I would call it a steam launch, something that might be docked in the board ice, or so constructed that it might be hauled up on the board ice by its own power. This boat would only go out when there is open water. During the winter there is about one-fourth of the time that the boats cannot go across. The wind is from the north-east, and they do not start because they cannot get across with open water.

By Mr. Wood:—

Q. Open water prevents crossing oftener than anything else?—Yes. If we had a little steamer that would dock in the board ice, or that could be hauled up on the ice by her own power, it would be an improvement. She could take passengers over, and if she could not go the whole way the ice-boats would meet her, when the load would be transferred and she would come back. In this way you could go over daily; you would save one-half of the time in crossing, and you would get rid of the greater part of the exposure, and all the risk of life.

By the Chairman:—

Q. Would you please describe this steam launch you speak of. What size would she be?—I have no definite idea as to that, but something like one of the little steam tugs you see about the harbors. That is, more than a steam launch, of course, but something of that kind.

By Mr. McIntyre:—

Q. Yes, but larger?—Not larger; I think smaller if anything. A launch which would carry the mails and about twenty passengers.

Q. I suppose you would have something like what is in the St. Lawrence?—Yes; something like that. I think it is a very necessary part of the winter service.

By M. Wood:—

Q. On which side of the Strait would you have this boat?—Not more on one side than on the other; perhaps a little more on the New Brunswick side or the North-west side. I know I have stood and looked at it for days when the weather was beautiful, and I have thought it very hard that I could not get across. I know the people in Charlottetown howl and growl at the mails not coming across, but that was simply because they did not know the condition of the Strait. If they had been down at the coast and had seen the water they would have thought differently.

By the Chairman:—

Is there any other improvement you would suggest there at the Capes?—The Branch Railways, of course, I take as an accomplished fact, as one is being built and the other will be begun right away. And these being built, I have no fear of what will follow, because the ordinary facilities given by railways in other places will be afforded here. Of course, as this thing stands now, you want boat houses on the shore as near the ice as possible. This is a very important matter. The boats in the winter time cross in the water and they become iced up and very heavy, and they are always liable to be stove in. While they are in the water this may not be detected, because it may be covered over with ice and the leak may not show till the ice is off, unless there is an opportunity to examine them. In one instance I started with a boat to cross about three miles of open water. The boat was perfectly tight when we started, to all appearance, because she was coated with ice. After being in the water for a while the ice melted off, and she became very leaky, and it was as much as we could do to get her over. Judge Redden (?) who was with me baled all the way across, and I had to drop an oar and help him occasionally. To avoid possibilities of this, you want these boats, when they have completed their voyage, to go into a warm house where they can be repaired. It does not require many words to show the necessity of this in the interest of the service. Then the difficulties the men have to encounter are very great. They have no place of resort. On the Island side they live from one to seven miles distant, and sometimes it is bright in the morning and they are not on hand early enough when the tide is favorable to go across. Then, by the time they gather, the tide has gone and the weather has changed, and there is no crossing that day.

By Mr. McIntyre :—

Q. How do you propose to remedy that state of affairs?—In my opinion one of the most practical remedies would be to make the whole service a Government service. There is no doubt about that. I would put the service under the control of the department of Railways or some other branch of the public service. The men should be hired, controlled, and dismissed by the Government, and it is only in this way that a regular discipline can be enforced. The insubordination and rowdyism down there is something terrible. There has been no place set apart on which a boat house could be built there, but I suppose the Government will expropriate land sufficient not only for the purposes of a Railway terminus but also for a house for passengers.

Q. I suppose you would recommend a sufficient number of boats to be kept on both sides of the Straits at all times?—Certainly.

Q. Is it true that now sometimes the passengers are on the Cape at one side and the boats are all at the other side?—Oh yes, the only respectable time I ever had was on one of those occasions when I was detained at Tormentine. I was there for seven days, and during most of the time there was no body else there. I would increase the number of boats, place the whole management of the service under Government control, and construct boat houses so that these boats may be run in and cared, for before they are allowed to go out again. With these improvements and the addition of steam launches, I think all would be done that is possible to be done for the route.

By the Chairman :—

Q. Would you recommend one of those small steamers on each side?—Certainly ; it would only be half done with one. There may be a great deal of ice going down on one side of the Strait and the boat might go across midway or two thirds of the way.

By Mr. McIntyre :—

Q. I did not understand how you would manage to have these boats to assist themselves up on the ice?—I think perhaps a steamer constructed like a sort of scow might, with her own power, draw herself up on the ice.

Q. Now what about the summer service and these boats they have there—the Steam Navigation Company's boats?—I think the Steam Navigation Company's boats were very good when they commenced the service eighteen or nineteen years ago, but we ought at least to make some progress in our steamboats as well as other things. Our exports and general trade are increasing, and I do not think these boats are more than half large enough for present requirements.

By Mr. Wood :

Q. As soon as those Railways are constructed will that alter this summer service for steamers?—Well as I said before when the Railways are constructed I should not have any anxiety about what may be done there, because it seems to me that of necessity the Railways themselves will take care of the route. They will take care of the summer steam communication.

By Mr. McIntyre :

Q. You mean for the summer season?—Well, so long as a steamer can run across. Of course she cannot run across all winter. A great many people think it is necessary to have a steamer running from Shediac to Summerside, and from Pictou to Georgetown, but the great majority of those who go to the Island in summer will not go across there, because of the longer sea voyage. I look upon it that the entertainment of strangers and tourists is one of the largest interests to Prince Edward Island. I think a great many people might be induced to go down there and spend a lot of money and take nothing away with them, if you give them proper travelling accommodation ; but they will not go on board a steamer which is loaded or has been loaded all season through with cattle and sheep and other stock, on account of the necessary unpleasantness which it involves.

By Mr. Wood :

Q. You think this would be the popular route for passengers?—I think it would with a great many people on account of the short trip.

By Mr. McIntyre :

Q. What do you say about the construction of piers there, for the service between Traverse and Tormentine. It has been spoken about by several witnesses who thought it might be a necessity there if there is to be any communication by steamer?—Of course that would be a necessity; I do not suppose there could be any difference of opinion about that. You might as well think of running a railway into the water, as to think of landing a boat's cargo without piers. There must be piers for water service. I have always wondered why tenders were not out for material for building this summer because it can be got so much cheaper in winter. It would be folly to build a railway down to the shore if there is no means of transferring freight and passengers from the steamers to the railway or from the railway to the steamers.

By the Chairman :

Q. It would be no use to make a water terminus at all without suitable accommodation?—No; the extent and plan of constructing the piers is of course a matter for the engineers to decide upon after the survey.

By Mr Wood :

Q. Speaking of the mail route, which would be the most desirable, the Capes route with a steam ferry connecting with the railways there, or one of these other routes? I mean—for I presume mails would go that way always—but I am speaking of the mail route, I mean the principal mail route?—I do not know. It appears to me that with proper communication across there that it is the most desirable route for mails all the year round.

Q. It would be an advantage I suppose, to have the mails go by one route all the year round, *i.e.*, not to have them changed from one route to the other?—I do not know that. Take for instance the mail going down from Montreal and the West. By the system of postal cars they have now, the mails are assorted as the cars move along. You go down to Moncton, for instance, with the Summerside mail, and it there makes connection with the steamer for Summerside, but when communication is closed at that point, it would be necessary to take that mail away down to Amherst, across by Tormentine, and then back to Summerside by the County line.

Q. Charlottetown is the main distributing point?—They distribute at a lot of other places; from Summerside they send out to perhaps twenty or thirty offices.

By the Chairman :

Q. Are the mails that cross now from Tormentine to Traverse in the winter season delayed at the Capes?—No, they are assorted in postal car.

Q. Could not the same system be carried out with the mails in the summer season going down from the west, by assorting them in the postal car and distributing from the railway as they go along, instead of taking them all to Summerside?—For Summerside and points West it would be in the interest of trade that all mail going from this direction should be dropped at Moncton, from whence it could be taken across to Summerside by steamer. This would be preferable to taking it around by the Intercolonial down to Tormentine, and then by the County line back to Summerside. Of course that is a matter of detail to be arranged by the postal authorities.

Q. You think then that there should be two new steamboats for the summer service?—Certainly; two at least. I do not think the work could be properly performed without three steamers, one of which should be a steamer that could ply in rough water and thin ice. I say, so far as this winter communication is concerned, that it is simply a matter of steamers on either side, with proper boat houses, and additional boats, and the thing under immediate Government control. When this is done, you have done all you can for the winter route, and the summer can be safely left to take care of itself. You will find that a very large majority of the people would go across from cape to cape in summer, rather than take the longer route. Business men, as a rule, will take the trip that will get them to their journey's end the quickest and cheapest.

By Mr. McIntyre :

Q. What sort of boats would you suggest instead of those that the Steam Navigation Company have on just now; any similar to them?—I think screw boats would

be very desirable, because they could work at a season of the year, which is very important to trade, and when other boats are very frequently unable to cross. I have no doubt that when new boats are built—as they must necessarily be very shortly—that they will be of a larger and abler class, so that they will do the work. I think the Steam Navigation Company has done, and is doing, good work, and it is owing very much to the energy and ability of the men in charge of the steamers. They are very fortunate in having first-class men there; but it is simply impossible for any company, or any set of men, to carry a steamboat load of passengers along with sheep, horned cattle, and horses, without very great discomfort to the passengers. This has been a very great source of complaint.

Q. What would you suggest as a remedy for it? Would you have the mails and passengers a separate thing?—Oh, it is very desirable if we could get it, but I do not know whether it could be done.

By the Chairman :

Q. Is there anything further you could suggest?—I do not know of anything at this moment. It is certainly very clear that the steamboat service, as it exists at present, is very insufficient. This question is apt to be considered as being solely in the interest of Prince Edward Island; but every man who does business there, knows that it is as much in the interest of the Mainland as of the Island. As I said in my place in the Senate last winter, there are more people from the cities of Toronto and Montreal crossing there in winter than there are Islanders. They come from all parts of the Dominion. When you come up here and raise this question, and ask in any way for the rights that are due to this service, they think you are asking as a Prince Edward Islander something that you ought not to ask, but it is a Dominion service just as much as the Intercolonial was. It is in the interests of the whole country, and the country requires it. In asking for it I do not want to suggest anything to the Committee, but I think the way is to open your mouths wide. You want all those things; you want a better summer service and a better winter service, and you want it as much better as the physical difficulties will permit of being made. You want it, too, at once. Our isolated position places us at a very great disadvantage, so much so that I think some years ago it was considered one of the great objections to union, that we never could be confederated more than in name, and I must say that to some extent that has been correct. I think everything that can possibly be done to relieve us from the natural difficulties under which we suffer, should be done. And I think after all is done we should not regard it in the light of an act of generosity at all, but simply as a matter of right—right to Prince Edward Island, and right to the country of which it forms a part. These are my views about it. I have been passing up and down there for twenty-two years, and I think I may safely say that no man who is now in active life has crossed as many times as I have. In my earlier days I was a good deal of my time connected with ships and ship-building, and I have taken a good many voyages—not as a sailor, but as a passenger, so that I think I may fairly claim to know something about the question.

The Committee then adjourned.

REPORT

(144)

Of SURVEY of Coast in the vicinity of Capes Tormentine and Traverse on Prince Edward Island and Mainland, and a suggested railway connection between said Capes to Intercolonial and Prince Edward Island Railways, with a view to secure winter communication with the Island.

OTTAWA, 23rd April, 1879.

SIR,—I have the honor to report that I made a survey of the coast line of the Straits of Northumberland on the New Brunswick shore, extending about eight miles on each side of the Cape Tormentine, and on the Prince Edward Island shore, about six miles on each side of Cape Traverse.

Soundings were taken frequently along the survey lines, extending from the shore to a depth exceeding 20 feet under low water spring tides.

The result of the soundings is shown on the accompanying plan by three contour lines, indicating low water spring tides, 10 feet under low water and 20 feet under low water.

The shortest distance to the 20 feet line in the neighborhood of Cape Tormentine was found to be about 3,000 feet.

As the coast is much exposed and affords little shelter, piers exceeding 3,000 feet in length would be required for the protection of shipping of the draft of the steamer *Northern Light*—18 feet.

The water on the Prince Edward Island is much bolder. In the vicinity of the Cape Traverse Wharf it is 1,500 feet to the 20 feet line. I obtained evidence at the Capes Tormentine and Jourmain, and at Pugwash on the mainland, also at Cape Traverse and Victoria on the Island, of a number of persons, whose occupation has been for years to make the winter crossing, and whose experience was placed at my disposal.

Appended to this will be found the copy of the questions and answers given.

The evidence appears to show that the most reliable way of crossing to the Island during the severe part of the winter is by the ice boats, and that a steamer cannot be used during that period. That there is no part of the Straits where the ice opens at regular intervals, but that the movements of the ice are governed by the direction of the wind and tide.

That generally on either side of the Straits, the moving ice will be pressing against and moving along the bordage ice, so that a steamer cannot approach to land passengers and mails; and that the best crossing for the ice-boats is between Jourmain Island on the mainland and the bay between Cape Traverse and Carleton Head, on the Island. Also that a screw steamer, drawing about 10 feet of water, would be the most suitable for all seasons when the crossing is practicable, and that the ice boats would be enabled to commence crossing when the steamer is forced to stop.

On the mainland Cape Jourmain is the most suitable place, for a wharf for vessels drawing 10 feet, and the distance to the 10 feet contour line is about 1,300 feet. It is also partially sheltered by shoals to the North-west and South-east, and is close to the usual place of departure and arrival of the ice-boats.

On the Island the present wharf at Cape Traverse Cove, is in the most sheltered position in that neighborhood; the distance from the shore to the 10 feet line, is about 2,000 feet, and it is not far from the usual place of departure and arrival of the ice-boats. I have therefore selected those points for the termini of the proposed railways, to connect with the Intercolonial on the one side, and with the Prince Edward

Island Railway on the other. For the protection of the steamer and shipping it will be necessary to construct a wharf at Cape Jourimain about 2,100 feet long, estimated cost, \$147,148, which will give 700 feet of wharf with a depth of from 10 to 12 feet at low water spring tides; while at Cape Traverse, the present wharf should be lengthened 740 feet, and widened, making it 2,200 feet long, estimated cost \$94,904. This would give a length of 180 feet, with a depth of from 10 to 15 feet at low water.

It may hereafter be found necessary to place breakwaters to the south of each of those wharves to stop the filling up of the harbors with sand. The Cape Traverse Harbor can be much improved by dredging.

The currents were traced and measured for several days, but at that time did not exceed a mile per hour. Capt Bayfield and others give the velocity at three miles; and the ice, with high wind, is said to pass at the rate of four miles per hour.

The preliminary railway lines surveyed on the mainland, were from Cape Jourimain to Aulac, by a line south of the emigrant road, 33 miles; from Cape Jourimain to Mahoneys, 11 miles; which reduced the distance obtainable on the first line to Aulac, 31 miles. Likewise from near Baie Verte to Sackville, 13½ miles, and from Baie Verte to Amherst, 17 miles. I also explored a line from Copp's Lake to Amherst *via* Goose Lake, and from Halls Hill to Amherst, passing over a low part of Fort Lawrence Ridge.

A survey was made in 1875 of a line from Pugwash to Thompson, on the Intercolonial Railway, plans of which survey have been obtained.

I have also had a survey made of a line from Pugwash to River Philip Station, on the Intercolonial.

On the Island the lines surveyed were from Cape Traverse to County Line Station 11½ miles, with two trial lines to Freetown Station, 3½ miles, and 4 miles in lengths. From Cape Traverse to Summerside, 13½ miles; from Sea Cow Head, in the direction of Summerside, 3½ miles, and a measurement of the County Line Road from Victoria and Crapaud to the County Line Station, 11½ miles.

Estimates have been made of the following lines:—

On the Mainland.

Cape Jourimain to Amherst <i>via</i> Tidnish, 34.07 miles, estimated cost.....	\$290,635
Cape Jourimain and Amherst, <i>via</i> Goose Lake 32.10 miles, estimated cost.....	285,772
Cape Jourimain and Aulac, 31.33 miles, estimated cost...	280,776
Pugwash and Thompson, 15.30 miles, estimated cost.....	154,183
Pugwash and River Philip Station, 18.50 miles, estimated cost.....	192,410

And on the Island.

Cape Traverse and County Line, 11.44 miles, estimated cost.....	102,151
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The maximum gradients on the lines from Cape Jourimain and Cape Traverse is 66 feet per mile, and only in a few cases is this grade used, and the greatest curvature is 1,433 feet radius. The grade line is drawn low on the profile to keep down the cost, and they are in short lengths to suit the undulations of the country. The structures are of wood; there are a few trusses and Howe truss bridges supported on trestle-work.

CAPE JOURIMAIN AND AMHERST LINE, VIA TIDNISH.

This line is common to all the lines from Cape Jourimain up to Port Elgin.

On leaving Cape Jourimain it passes over the islands of that name, and the intervening marshes. At about 2½ miles it commences to ascend over high ground which extends in an easterly direction all through this country; the summit, 155 feet above the sea, is reached near the sixth mile. The work on this part is rather heavy and the grades steep.

To cross a valley of considerable depth the line is bent to the south, and then follows a very direct course, descending gradually by undulating grades to Port Elgin, $15\frac{1}{2}$ miles, crossing the Emigrant Road at Allen's Brook.

The work on this portion of the road is very light.

Timber River is crossed near the 14th mile, and will require a truss bridge of 30 feet opening.

It is proposed to cross the Gaspereaux River at Port Elgin with a trestle bridge having one Howe truss bridge with an opening of 50 feet.

Between Port Elgin and Baie Verte, the line passes over undulating ground and diked marsh, crossing Baie Verte Creek at $17\frac{1}{2}$ miles, requiring a truss bridge of 30 feet opening, supported on piles.

On leaving Baie Verte the line is deflected to the south to avoid the Mount Uniacke Ridge. It passes within a mile of Davidson's Corner, Tidnish River. It does not appear advisable to bring the line any nearer to Tidnish River as it is already very long, and the benefit to the people without a branch to the mouth of the river would be very slight. About the 20th mile the work is moderately heavy, as the ground is cut up by streams flowing from Mount Uniacke.

On passing the south end of the ridge at the 21st mile, the line turns to the southwest, following a very direct course to McLennan's Mills, on the La Planche River, 28 miles. The work is moderately light up to the 25th mile, and very light for the remainder of the distance.

The La Planche River is crossed with a truss bridge of 30 feet span.

From this point to Purdy's Creek, $30\frac{1}{2}$ miles, the work is light except the crossing of Beaver Creek, which requires a short embankment 17 feet high.

Purdy's Creek will require a truss bridge 30 feet span supported on piles.

The remainder of the line to the town of Amherst is on the Amherst marsh near the southern margin. The work on this part of the line is light. There are some places where the bottom is soft for a few feet, and an allowance has been made in the embankment to cover the settlement.

This line was surveyed with a view to accommodate the largest number of settlers and the mills on the Tidnish and La Planche Rivers. The accompanying estimate shows the quantity of work required of each class, and the number of stations and sidings proposed. The cost per mile is \$8,530, and the total cost for railway and wharf \$437,783.

CAPE JOURIMAIN AND AMHERST LINE VIA. GOOSE LAKE.

The profile of this line is projected from an exploration made of the country from the plans of the Baie Verte Canal survey—not from an instrumental survey of the line. It is believed, however, that it shows very nearly the amount of work necessary to construct the line. It is intended to leave the line *via* Tidnish at the west side of the Gaspereaux River, and there to follow a line as near an air line to Amherst as the nature of the ground will permit. The proposed line exceeds the air line in length a quarter of a mile.

On leaving Port Elgin the line takes a south-westerly course to the north-westerly flank of Mount Uniacke, it is then deflected to the south of the east end of Goose Lake, thence in nearly a direct course to Amherst, crossing the marshes at the narrowest places to the easterly end of Fort Lawrence Ridge, and the Amherst Marsh from Fort Point, where the ground is solid. The work will generally be light except the crossing of the soft marshes, where an allowance has been made in the estimate for forming the embankments from the bottom of the mud, of from 10 to 12 feet high, with timber culverts on piles. The bridge crossing the fresh water canal should be a Howe truss, 50 feet span, supported on piles.

The estimate shews the probable quantity of work required of each class, and the number of stations and sidings.

The estimated cost is \$8,902 per mile, and the total cost for railway and wharf, \$432,920.

CAPE JOURIMAIN AND AULAC LINE.

This line is the same to Port Elgin as those above described. The estimate for the portion between Port Elgin and Aulac is made from the preliminary profile, as the projected line will depart from it in only a few places which are noted.

On leaving Port Elgin the line passes a quarter of a mile to the north of Baie Verte, and then ascends to the water-shed between Baie Verte and the Bay of Fundy, 96 feet above the sea. It then descends in a south-westerly direction to the south flank of Hall's Hill, and thence by a very direct line to Aulac Station, keeping to the south side of Aulac River. The work on the first four miles from Port Elgin is moderately light, on the next five miles it is rather heavier, with some gullies 20 to 25 feet deep to be crossed. The rest of the line to Aulac Station is light.

This is the shortest line from Cape Jourimain to the Intercolonial Railway, but it has the disadvantage of terminating in the Aulac marsh, where there is no town or market for produce.

The estimate shows the quantity of work required and the number of the stations and sidings. The estimated cost \$8,961 per mile, and the total cost for railway and wharf, \$427,924.

PUGWASH AND THOMPSON LINE.

This line on leaving the Intercolonial Railway at Thompson Station, which is one hundred feet above sea level, ascends rapidly in an easterly direction, and passes over a ridge the lowest point in which is 200 feet above the sea level. It then curves sharply to the North-east, and then to the East, descending into the Valley of Pugwash River, which it follows to Lockhart's, about 4 miles. From this point the line strikes across the country in an easterly direction, touching the West side of Pugwash River at the tenth mile. It then crosses a point of land and reaches Vanbuskirk's Creek at the twelfth mile. Thence bending sharply to the North it follows round the north margin of the flats, and reaches Pugwash Harbor on the West side at 15½ miles.

The gradients on this line are heavy, one of them being 74 feet in a mile, but it can probably be reduced to 66 feet to the mile. Some of the curves are sharp, one of them 1,150 feet radius.

The work on the first two miles is heavy; there is a large cutting at the summit of the ridge. The following three miles are moderately light, except at the crossings of some ravines. The work in the neighborhood of Patton's Brook is heavy.

From this point to the seventh mile, the work is light, and thence to the tenth mile moderately heavy. The rest of the work to Pugwash Harbor is moderately light, except the crossing of Vanbuskirk's Creek, and another stream at the fourteenth mile.

This is the shortest line of railway from the Intercolonial to the Straits of Northumberland, and by this route the quickest communication during the season of navigation is obtained between Halifax and Charlottetown, and between St. John and the West and Charlottetown.

The estimate shows the quantity of work required and the cost per mile \$9,947, the total cost for the railway, and a wharf at Pugwash, \$161,183.

PUGWASH AND RIVER PHILIP STATION RAILWAY.

This line is projected to leave the Intercolonial Railway at River Philip Station, which is 162 feet above sea level, and descends to nearly sea level at Oxford, in about four miles. In doing so a second summit has to be overcome with an elevation of 133 feet.

The alignment of this portion is not good and the gradients are steep. It is believed that a better line can be got to Oxford by leaving the Intercolonial at a point near the bridge crossing River Philip and following the bank of the river on either side as may be found most convenient to Oxford.

The projected line having crossed River Phillip at Oxford, is still kept in the valley of the river by high ground to the south, known as Patton's Hill. It leaves the valley at McCormack's Brook, near Port Philip, and proceeds in a very direct course to the west side of Pugwash Harbor.

Should it ultimately be found expedient to extend the line to Wallace it would be necessary to construct an expensive bridge and draw across Pugwash River, in the neighborhood of the town of Pugwash.

An alternate line might be selected from Oxford to Wallace, passing to the south to Patton's Hill, crossing Pugwash River near the head of the tide, thence to Wallace, with a short branch line to Pugwash.

The work on the projected line is generally heavy, with about five miles of light work. The line crosses several deep ravines, requiring a considerable amount of high trestle-work, which is objectionable.

It is probable that the line suggested, to the south of Patton's Hill, would be more favorable.

The estimate shows the probable amount required and the cost per mile \$10,400. The total cost for railway and wharf at Pugwash, \$199,410.

CAPE TRAVERSE AND COUNTY LINE RAILWAY.

This line is intended to connect the wharf at Cape Traverse with the Prince Edward Island Railway at County line station.

Soon after leaving the wharf the line is carried in a northerly direction to overcome a high ridge which runs parallel with the coast for many miles. The lowest point on this ridge, in the neighbourhood of the line, is 148 feet above sea level, and through this deflection the line is projected.

It then takes a north-easterly course to avoid high ground in the vicinity of the sixth mile, and to get a favourable crossing of Wright's Brook. A high ridge to the eastward forces the line to the north-west for a short distance; it then follows a very direct course to County line station.

The work on this line is light, except in the valley of Wright's Brook, and again at Dunk River. Three bridges are required; two trusses, 30 feet opening, supported on trestle-work, and one Howe Truss at Dunk River, with an opening of 50 feet. The rest of the structures are small.

The estimate shows the quantity of work required for each class, and the number of stations and sidings proposed.

The cost per mile is \$8,929, and the total cost for railway and wharf at Cape Traverse, \$197,055.

This is the shortest and most economical route to connect the wharf at Cape Traverse with the Prince Edward Island Railway. All the other lines would be considerably more expensive.

I append a table showing the distances by various routes from Halifax to Charlottetown, and from St. John to Charlottetown, with the distances by rail and water and the estimated time occupied in making the journeys.

TABLE of Distances and Time from Halifax to Charlottetown, and St. John to Charlottetown.

Stations.		Railway.	Water.	Total.	Time.
From	To	Miles.	Miles.	Miles.	
					H. M.
Halifax :—	Charlottetown :—				
Halifax	Pictou	113		113	5 10
Pictou	Georgetown		43 $\frac{3}{4}$	43 $\frac{3}{4}$	3 45
Georgetown	Charlottetown	46		46	3 00
		159	43 $\frac{3}{4}$	202 $\frac{3}{4}$	11 55
Halifax :—	Charlottetown :—				
Halifax	Pictou	113		113	5 10
Pictou	Charlottetown		50	50	4 30
		113	50	163	9 40
Halifax :—	Charlottetown :—				
Halifax	Thomson	103		103	4 18
Thomson	Wallace	19		19	0 52
Wallace	Charlottetown		37	37	3 25
		122	37	159	8 35
Halifax :—	Charlottetown :—				
Halifax	Thomson	103		103	4 18
Thomson	Pugwash	15 $\frac{1}{2}$		15 $\frac{1}{2}$	0 42
Pugwash	Charlottetown		42 $\frac{3}{4}$	42 $\frac{3}{4}$	3 45
		118 $\frac{1}{2}$	42 $\frac{3}{4}$	161 $\frac{1}{4}$	8 45
Halifax :—	Charlottetown :—				
Halifax	Pugwash	118 $\frac{1}{2}$		118 $\frac{1}{2}$	5 00
Pugwash	Victoria		27	27	2 25
Victoria	Charlottetown	43 $\frac{3}{4}$		43 $\frac{3}{4}$	2 49
		162 $\frac{1}{4}$	27	189 $\frac{1}{4}$	10 14
Halifax :—	Charlottetown :—				
Halifax	Amherst	138		138	5 40
Amherst	Cape Jourimain	32		32	1 30
Cape Jourimain	Cape Traverse		9 $\frac{1}{2}$	9 $\frac{1}{2}$	0 47
Cape Traverse	Charlottetown	43		43	2 48
		213	9 $\frac{1}{2}$	222 $\frac{1}{2}$	10 45
St. John :—	Charlottetown :—				
St. John	Shediac	108		108	5 00
Shediac	Summerside		40	40	3 30
Summerside	Charlottetown	49		49	2 35
		157	40	197	11 05
St. John :—	Charlottetown :—				
St. John	Amherst	138		138	6 00
Amherst	Cape Jourimain	32		32	1 30
Cape Jourimain	Cape Traverse		9 $\frac{1}{2}$	9 $\frac{1}{2}$	0 47
Cape Traverse	Charlottetown	43		43	2 48
		213	9 $\frac{1}{2}$	322 $\frac{1}{2}$	11 05

TABLE of Distances and Time from Halifax to Charlottetown, and St. John to Charlottetown.—*Concluded.*

Stations.		Railway.	Water.	Total.	Time.
From	To	Miles.	Miles.	Miles.	
St. John :—	Charlottetown :—				H. M.
St. John.....	Thomson.....	173		173	7 54
Thomson.....	Pugwash.....	15½		15½	0 42
Pugwash.....	Victoria.....		27	27	2 25
Victoria.....	Charlottetown.....	43¾		43¾	2 49
		232¼	27	259¼	13 50
St. John :—	Charlottetown :—				
St. John.....	Thomson.....	173		173	7 54
Thomson.....	Pugwash.....	15½		15½	0 42
Pugwash.....	Charlottetown.....		42¾	42¾	3 45
		188½	42¾	231¼	12 21
St. John :—	Charlottetown :—				
St. John.....	Pugwash.....	173		173	7 54
Pugwash.....	Wallace.....	19		19	0 52
Wallace.....	Charlottetown.....		37	37	3 25
		192	37	229	12 11

From the above table it appears that the shortest distances and the least time taken by the journeys are from Halifax to Charlottetown *via* Wallace or Pugwash, and from St. John to Charlottetown *via* Shediac or Cape Traverse.

But the route which accommodates the towns of Halifax and St. John most equally is by rail to Wallace or Pugwash, and steamer to Charlottetown.

Should the route *via* Cape Traverse be selected, an hour more time would be taken in making a journey from St. John to Charlottetown, and thence to Halifax, than by the Pugwash or Wallace route; but the connections by the Cape Traverse route would be the most reliable on account of the short journey by sea—9½ miles. According to the usual summer arrangements, there is a loss of three hours in the journey from St. John to Charlottetown, and of twelve hours in the journey from Quebec and the West to Charlottetown; this delay would be saved and the mails delivered in Charlottetown twelve hours sooner than usual by the construction of the route *via* Cape Traverse.

This route is also the only one suitable for the winter crossing by ice-boats to Prince Edward Island. The most suitable route for the steamer *Northern Light* would seem to be between Pictou and Georgetown, and possibly the route which claims a second place is between Pugwash and Victoria, near Crapaud.

A railway from Victoria to County Line Station, on Prince Edward Island, would be about twelve miles long, but it would be somewhat expensive to construct, as the country along the route is hilly.

I have the honor to be, Sir, your obedient servant,

HENRY A. F. MACLEOD, *C.E.*

F. BRAUN, Esq., Secretary, Public Works.

QUESTIONS TO BE ASKED IN REFERENCE TO THE WINTER CROSSING BETWEEN CAPE
TRAVERSE AND CAPE] TORMENTINE.

1. Where do you live ?
2. How long have you lived there ?
3. Have you had any experience in the winter crossing at the Capes, and how much ?
4. State the point on the Prince Edward Island side of the Strait which, in your opinion, is most suitable for the winter crossing ?
5. Give your reasons for this opinion ?
6. Which place on the main land is most suitable, in your opinion, for the winter crossing ?
7. Give your reason for this opinion ?
8. How far outside of Cape Traverse and Carlton Point does the board-ice form ?
9. When, as a rule, does this ice first form, and when does it break up ?
10. How far outside of Cape Jourimain and Cape Tormentine does the board-ice form ?
11. When, as a rule, does this ice first form, and when does it break up ?
12. In your opinion, what draught of steamer would be most suitable for both winter and summer service ?
13. Would a berth cut in the board-ice on either side of the Straits be of any use to the steamer ; can those berths be readily cut ; would steamer be as safe at Capes as off Georgetown ?
14. What is the effect of high winds on moving ice against the tides ?
15. What is the ultimate direction in which the ice is carried ; what is the usual direction of wind in winter ?
16. With Westerly winds, where would steamer land with most safety, and where with easterly, on each side of the Straits ?
17. Can any steamer cross straits in hard cold weather ; if not, at what dates would she usually commence, and be forced to stop ?
18. Could ice-boat service commence immediately on stopping of steamer ?
19. Would steamer cross with greater safety any point between Cape Traverse and Crapaud, on P.E.I., and Cape Tormentine and Pugwash, on the mainland, than between the Capes ?
20. At what places does ice shove with greatest violence on P.E.I. side ?
21. At what places does ice shove with greatest violence on N.B. side ?
22. What is the usual thickness of ice in Straits ?
23. Have you known it ever to ground in mid-channel.
24. What is the best state of ice for ice-boat crossing ; what is the greatest obstruction ; is much open water an obstruction ?
25. Where is ice most likely to separate, and leave open water where a steamer could cross from side to side ; do you know of any place where this occurs at regular intervals ?
26. Can the present ice-boat service be improved in any way ; if so, state how ; would high towers on each side be serviceable, with lights and signal-balls ; are boat-houses with stoves required ; would two small tugs, one on each side, be useful ?
27. Is there any difficulty in landing passengers on the board-ice.
28. Where is the best anchorage on both sides—is there good holding ground ?
29. Would a wharf on either shore be used during the winter crossing ?
30. What is the usual cost per trip ; how much time does a crossing take ?
31. What is the fare charged for each passenger ?
32. When and where on P.E.I. were the first cables laid ?
33. What were the causes of failure ?
34. When and where was the present cable laid on P.E.I. ?
35. How has it succeeded ?
36. When and where, on main land, were the first cables laid ?

37. What were the causes of failure?
38. When and where was the present cable laid on mainland?
39. How has it succeeded?
40. Have you ever crossed on the steamer *Northern Light*?
41. Describe the passage made?

ANSWERS TO QUESTIONS ASKED IN REFERENCE TO THE WINTER CROSSING BETWEEN CAPE TRAVERSE AND CAPE TORMENTINE.

THOMAS ALLEN—

CAPE TORMENTINE, 10th October, 1878.

1. Lives on Jourmain Islands.
2. Has lived there all his life; is now 56 years old.
3. Has had experience in the winter crossing all his lifetime; was contractor for the English mails at one time, and has crossed as a hand in the ice-boats; for the last twenty years has been employed in aiding the ice-boats, driving mails to and from boats, and taking charge of the mails.
4. Between Amherst Head and Cape Traverse.
5. Level board-ice out to the water; good driving for horses, and generally good landing place. it is also the nearest point to the land opposite.
6. On Jourmain Island, at Money Point, or between the lighthouse and Cape Jourmain.
7. Because further south they strike the Bay Verte tide, which carries boats out into the straits—and generally very bad in; the distance is also greater to the south. To the north the landing is better, but the distance is least from opposite shore. All other places have been tried with boats, but have been abandoned in favor of this plan, which has been preferred for the last fifty years.
8. From a quarter to half a mile.
9. Board-ice forms from 10th to 20th December; westerly winds prevail, and cause lolly to ground on the flats, and ice forms outwards; it breaks from the 15th to the 30th April, later if the season is backward; the board-ice seldom leaves during this interval.
10. Off Cape Jourmain, about a mile, sometimes more if the winter is severe; off Cape Tormentine about a mile and a half.
11. Board-ice forms from the the 20th to the 31st December; if the season is mild it will not form so early; the drift-ice grounds upon the reef which lies $1\frac{1}{2}$ miles off Cape Jourmain to the north, and on the reef off the lighthouse, the intervening space is then frozen over; the ice on this span generally thaws out from the 1st to the 15th April, and with a strong west or south-west wind, with spring tides, the ice on the reefs is carried away, and all is clear.
12. A screw-steamer drawing from 8 to 10 feet.
13. A berth cut in the ice would accommodate the steamer well, and could be kept open; parts of the board-ice are only from 12 to 18 inches thick, and there berths can be readily made; has not been in the ice off Georgetown.
14. Highs wind will check the movement of the ice against the tide; if wind continues high from one direction, the ice will move in same course, uninterruptedly, till the wind moderates.
15. To the south-east; vessels have been carried by the ice to the south-east; the prevailing winds are west and north-west.
16. With ice in the straits the steamer could not make the board-ice, with wind blowing toward the board-ice; the board-ice forms in a line between points, and affords no shelter.
17. No steamer can cross the straits in hard, cold weather; she might commence about the middle of March, from board-ice to board-ice; she will probably have to stop running about the end of December.
18. They could commence immediately.

19. There is no place where steamer can cross with greater safety than between the capes; the distance is so much less, and less drift ice.

20. On Carleton Head, and to a less extent off Amherst Head.

21. On the reef, $1\frac{1}{2}$ miles off Cape Jourimain, and on the reef off the lighthouse, the ice piles to a great height; with east south-east wind the heavy ice comes in behind the Tormentine reefs, and grounds near the shore off Cape Tormentine.

22. From 2 to 20 feet.

23. Have never seen it ground in mid channel.

24. When the ice first forms and there is a little snow and hard frosty weather; with lanes of water; lolly ice is the greatest obstruction; it forms from 2 to 4 feet deep; much open water with wind is an obstruction, and cannot be crossed with ice boats.

25. Don't know of any place where ice opens with any regularity.

26. Yes; by building an assortment of boats for different crossings, for heavy snow, rough ice, lolly and thin ice; towers, lights and signal balls would be of great service; nothing more needed than boat houses with stoves; two small tugs, one on each side, would be of use at the edge of the board ice, in berths; daily communication could then be kept up.

27. No difficulty in landing passengers on ice.

28. Best anchorage off Cape Traverse Cove; good holding ground; on New Brunswick side the holding ground is good, but vessels must run five miles for shelter.

29. It would not.

30. The round trip would cost from \$20 to \$40; time of crossing from three to five hours.

31. Two dollars per passenger.

32. Near Amherst Head.

33. Ice on reef breaking it.

34. Near Multart's house.

35. No difficulty.

36. On Money Point and Moth's Point.

37. Ice on reef breaking it.

38. South of Moth's Point.

39. It has been broken since.

THOMAS ALLEN.

BAYFIELD, 11th October, 1878.

I. SMITH MCGLASHURG and DAVID WILLIAMS—

1. Lives at Bayfield, Cape Tormentine.

2. Has always lived here. David Williams, 9 years.

3. Has had experience in the winter crossing. Has crossed for fifteen years and eight years.

4. Between Carleton Point and Amherst Head. Puts up at Newsomes, between those points.

5. It is the best landing, and the best place to start from in returning, and the ice is smooth. It suits the run of the tides better, and more chance of finding open water there.

6. Off "Tom" Allen's, Jourimain Island.

7. It is the nearest land. The ice is rough on the reefs; but smooth inside. It is better than Rocky Cape, or up towards Peacock's Cove.

8. At Cape Traverse, from one-quarter to one-half of a mile, and at Carleton Point, about one-eighth of a mile.

9. About the 1st of January it forms, and leaves about the 1st of April.

10. Off Cape Jourimain from one-half mile to a mile, and off Cape Tormentine from none at all to the one-eighth of a mile.

11. Forms from the 1st to the 15th January. Leaves about the 1st of April.
12. For winter crossing, 9 feet; for summer, 7 feet.
13. A berth cut in the ice-board would be utterly useless, because large fields of ice sometimes fasten themselves on to the board-ice, and remain there for weeks, sometimes taking part of the board ice with them. There is generally a thick rim on the board-ice, so that berths cannot be readily cut. Steamer would not be as safe off Capes as off Georgetown; but she would be as safe as off Pictou.
14. The high wind will stop the ice. A high north-west wind will drive ice against the current; but a high south-east can only check it, and makes open water.
15. To the south-east prevailing winter wind is north-west, in summer south-west.
16. The ice would be packed hard on the board ice, and steamer could not land at all.
17. No steamer can cross then; she might commence in the middle of March; she would have to stop about "New Year's."
18. Could commence then well.
19. There is no place better to the east of Cape Traverse; off Cape Tormentine, there would be more open water; off Pugwash it is very shoal, and the distance is very great.
20. Off Carleton Point.
21. About a mile off Cape Jourimain on the reefs.
22. Field ice from 2 to 3 feet. Hummocks 20 to 30 feet.
23. No.
24. Field ice without snow, with lanes of water. Lolly is the greatest obstruction. Too much open water with high winds.
25. There is no such place.
26. It can be much improved. Larger boats should be built, holding six men; she would cross rougher water; would haul better on the ice. A partner to contract should be on the N.B. side. High towers with light and signal balls would be very useful. Boat houses with stoves are much wanted. The small tugs could not be kept safe.
27. The landing must be made very quickly sometimes.
28. From Amherst Head to Cape Traverse, and between the light-house and Rocky Cape, the holding ground is good.
29. No.
30. From \$18 to \$20. Average crossing about 1½ hours.
31. \$2.
32. Carleton Head.
33. Broken by the ice on the reef.
34. Off Muttart's house, about 4 years ago.
35. Doing well.
36. Below "Tom" Allen's and Moth's Point.
37. Broken by ice on reefs.
38. Below Moth's Point, about 4 years ago.
39. Has been broken once by the ice on the reefs.
40. David Williams was in boat; man on board *Northern Light* during whole of first season that she ran.
41. Passages from one day to a week. Have seen her badly crushed by the ice; her sides forced in.

I. SMITH McGLASHURG,
DAVID WILLIAMS.

PUGWASH, 1st November, 1878.

- Q. What is your name?—James Seaman.
Q. Where do you live?—At Seaman's Point, Pugwash.
Q. How long have you lived there?—Fifty-five years.

Q. What is your business?—A pilot and farmer. Have been a pilot for sixty years.

Q. Have you had experience in crossing to Prince Edward Island in winter?—Have never crossed in winter.

Q. What is the best place for crossing with ice-boats on the ice?—Between Capes Tormentine and Traverse.

Q. What is your reason for this opinion?—It is the narrowest crossing and best for winter and summer.

Q. How far off Seaman's Point does the board-ice form?—From half a mile to a mile.

Q. Is the water deep at the edge of the board-ice?—At half a mile out there is three fathoms at low tide.

Q. When as a rule does this ice form and when does it break up?—It forms from Christmas to New Year, and breaks up early in April.

Q. What draught of steamer would be the most suitable for both winter and summer?—From 9 to 10 feet; should be very strong. On the bar there are 12 feet of water at low spring-tide, Pugwash Harbor.

Q. Would a berth cut in ice be of any use to steamer—can a berth be readily cut?—Berth would be liable to be filled up with field-ice, which cements on to the board-ice. Board ice is two feet thick.

Q. Would the ice come up with the tide against a prevailing wind?—It could not.

Q. What is the ultimate direction in which the ice is carried and what is the usual direction of the wind in winter?—Towards the east. The prevailing winter wind is north and north-west.

Q. With wind on the board-ice could a steamer approach to land passengers?—Could land here better than at Pictou, for the ice would not be heavy here.

Q. Can any steamer cross in hard cold weather, if not, at what dates would she usually commence and be forced to stop?—No; she could not cross, it would not be safe; she might run till the 15th December and commence about 10th April.

Q. Could ice-boats be used between Pugwash and Crapaud?—No, the distance is too great for safety.

Q. Where does the ice pile with greatest violence?—On the reef to the north-east of the lighthouse; piles high all the way to shore.

Q. Where is the ice most likely to separate and leave open water where steamer could cross from side to side?—Do not know of any such place; it is all owing to the winds, and moves in a body.

Q. Where is the best anchorage at Pugwash?—Small vessels can anchor well in any part of the channel; large vessels abreast of the light-house.

Q. Would a wharf be of any use in winter?—It would be of no use whatever. Outside it would be covered with ice.

Q. What do you consider the best way of crossing the Straits in the winter?—By ice-boats between Capes Traverse and Tormentine.

JAMES SEAMAN, *No. 1 Pilot.*

PUGWASH, 1st November, 1878.

Q. What is your name?—Angus Beaton.

Q. Where do you live?—At Pugwash.

Q. How long have you lived there?—About 49 years.

Q. What is your occupation?—Have been at sea 32 years, and have been a pilot for four years.

Q. Have you had experience in crossing to Prince Edward Island in winter?—Have never crossed in winter.

Q. What do you consider the best place for crossing with ice-boats on the ice?—Between Capes Tormentine and Traverse.

Q. What is your reason for this opinion?—Because it is the narrowest crossing.

Q. How far off Seaman's Point does the board-ice form?—From half a mile to three-quarters of a mile.

Q. Is the water deep at the edge of the board ice?—About five fathoms.

Q. When, as a rule, does this ice form, and when does it break up?—Forms about middle of December, breaks up about the middle of April.

Q. What draught of steamer would be most suitable for winter and summer?—For winter, about 17 feet, and for summer, 12 feet to 8 feet.

Q. Would a berth cut in ice be of any use to steamer; can a berth be readily cut?—Yes, it would; she could cut the berth herself. Floating fields of ice do not remain long attached to the board-ice. A change of wind carries it away. Board-ice is seldom over a foot thick.

Q. Would the ice come up with the tide against a prevailing wind?—It could not. What is the ultimate direction in which the ice is carried?—Towards the east. The current setting to the east is stronger than that to the west.

Q. What is the usual direction of the wind in winter?—The prevailing wind is about north-west.

Q. With wind on the board-ice, could a steamer approach to land passengers?—That would depend on the quantity of ice in the Straits. The position of the ice is affected entirely by the winds. With prevailing westerly winds the water is clear of ice off Baie Verte, or between Cape Tormentine and Pugwash; between the Capes there is almost always ice.

Q. Can any steamer cross in hard cold weather; if not, at what date would she usually commence and be forced to stop?—Depends upon the season; sometimes she could, and sometimes would have to stop. She might commence to run about the 20th of April, and she might have to stop about the beginning of February; she could, in my opinion, do better here than between Pictou and Georgetown.

Q. Could ice-boats be used between Pugwash and Crapaud?—No; the distance is too great.

Q. Where does the ice pile most?—On reef to north-east of lighthouse.

Q. Where is the best anchorage?—Half a mile inside of point light bearing north-east.

Q. Would a wharf be of any use in winter?—No, of no use.

Q. What do you consider would be the best way of crossing the Straits in the winter?—By ice-boats at the Capes to make sure and regular work.

ANGUS BEATON.

PUGWASH, 1st November, 1878.

Q. What is your name?—Jesse C. Black.

Q. Where do you live?—Lives at Pugwash.

Q. How long have you lived there?—Fourteen years.

Q. What is your occupation?—A farmer; farm stands high, a good view across the Straits to the Island.

Q. Have you had experience in crossing to P.E.I., on the ice?—Yes, have crossed about six times; used to live on the Island.

Q. What is the best place for crossing with ice-boats on the ice?—Between the Capes Traverse and Tormentine.

Q. What is your reason for this opinion?—The ice is best and strongest there, and the distance is shortest; at full tide there seems to be no current, speaking from experience.

Q. How far off Seaman's Point does the board-ice form?—About a quarter of a mile.

Q. When, as a rule, does this ice form, and when does it break up?—From about 1st January, and leaves about 1st April.

Q. What draught of steamer would be most suitable for summer and winter?—Vessel drawing 10 feet.

Q. Would a berth cut in ice be of any use to steamer?—Would answer well; steamer could keep it open, if she came in frequently.

Q. Can a berth be readily cut?—Fields of ice from outside would not remain long against the board-ice.

Q. Would the ice come up against a prevailing wind with the tide?—No; it would not move against the wind.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter?—Cannot say what is the ultimate direction. Prevailing wind north-west in winter.

Q. With wind on the board-ice could steamer approach to land passengers?—She could at Pugwash; cannot say she could on the Island side.

Q. Can any steamer cross in hard cold weather?—She could work about Pugwash, but cannot say that she could cross to the Island.

Q. Could ice boat be used between the Pugwash and Crapaud?—No; there is too much open water.

Q. Where does the ice pile with greatest violence?—There is a small pile on the reef north-east of lighthouse.

Q. Where is the ice most likely to separate, and leave open, where steamer could cross from side to side?—Do not know any place where this happens with regularity.

Q. Would a wharf be of any use in winter?—No.

Q. What do you consider the best way of crossing the Straits in winter?—By ice-boats at the Capes and improving the service as much as possible.

JESSIE C. BLACK.

PUGWASH, 1st November, 1878.

John J. Seaman having read over the answers given by his father, James Seaman, agrees with him, except in the following points, viz:—

- 1st. The draught for a winter steamer should be from 12 to 14 feet.
- 2nd. The water on bar, Pugwash Harbor, is 14 feet at low spring tides.
- 3rd. The board-ice is one foot thick outside harbor.
- 4th. Steamer might run till the middle of January and commence again about the middle of February.

Has been thirty years a branch pilot.

JOHN SEAMAN, *Pilot No. 2.*

CAPE TRAVERSE, 11th November, 1878.

ARTHUR IRVING AND LEWIS MUTTART:—

1. Both live at Cape Traverse.
2. Arthur Irving since he was five years old; Lewis Muttart was born here and has lived here ever since.
3. Both have had long experience,—A. Irving, 39 years, and L. Muttart has had charge of a boat for 25 years, but has been familiar with the crossing for 40 years.
4. Between Amherst Point and Cape Traverse.
5. Because the ice remains longer here. Because the prevailing winds being north-west, it is more convenient to land there. The ice is smoother here for driving horses up to the edge of the board-ice. It comes in lolly, and forms more smoothly than to the west of Carleton. The distance is shortest to the mainland.
6. Between Cape Jourimain and the lighthouse on Jourimain Island. Indeed this is the only practical landing place.
7. The board ice makes further off, and is nearest to the Island or more directly opposite.
8. To the east of the Island there is a great deal of lolly, and the board-ice does not make till February. It then makes very rough, so that horses cannot be driven

- over it. We never land there except when we cannot help it. To the west of the Island it is somewhat better, but the distance is increased. To the east of the Island there are many eddies, and the Baie Verte tide is liable to carry boats out into the Straits about a quarter of a mile.
9. It forms about the middle of December, and breaks up about the middle of April.
 10. About a mile off Cape Jourimain, and off Cape Tormentine about a mile and a half.
 11. Forms off Cape Jourimain about the middle of December, and off Cape Tormentine about the first of February. Breaks up off Jourimain about the middle of April, and off Tormentine about the 1st of April.
 12. A screw steamer drawing from 8 to 10 feet.
 13. Yes, a berth would be useful. There would be some difficulty in cutting the berths, especially on the mainland side, as the ice is heavy along the edge. There would be no danger of the berth becoming blocked up with lolly or drift ice for any length of time. The easiest place on the mainland to make a berth would be off Cape Jourimain. The steamer would be just as safe off Georgetown. The depth of water at the edge of the board-ice would be about six fathoms on the Island side, and three fathoms on the mainland.
 14. High wind will hold the ice against the tide and make it nearly stationary. Heavy north-west gales will keep it running to the south-east till they moderate.
 15. Towards the south-east. North-west is the prevailing wind, and sometimes west. There is generally a good deal of wind in winter.
 16. If wind was blowing directly on the board-ice, the steamer would have no chance of landing with drift-ice in the Straits.
 17. She could not run in ordinary winters. She might commence to run in the middle of March and would have to stop about the middle of January.
 18. Yes; could commence at once.
 19. There is no place in the Straits a that steamer could do better than between the Capes. With a north-easterly wind the northern ice would be crowded in upon Pugwash.
 20. To the northward off Carleton Point.
 21. On the reef off the lighthouse.
 22. From 1 to 20 feet.
 23. Never.
 24. Field ice without snow. Lolly is the greatest obstruction; open water with heavy wind is an obstruction.
 25. Don't know of any such place.
 26. Yes, it can be improved. Trips should not be made with less than two boats in company. An assortment of boats should be supplied for different kinds of ice. High towers with lights, signal balls and fog horns would be very useful. Boat-house, with stoves and attendants, are much wanted, and would save many a trip. Five tugs would be very useful, and would make the crossing almost a certainty daily.
 27. No; it requires a good deal of care and quickness.
 28. In Cape Traverse Cove. The holding is very good. To the east of Moth's Point, Cape Tormentine, the holding is good.
 29. No; it could not be used.
 30. The cost per trip is about \$18. The average crossing is about five hours. Sometimes cross in $2\frac{1}{2}$ hours, and sometimes 15 hours.
 31. \$2. Many people are crossed free.
 32. Between Carleton and Amherst. In November, 1852—and from Traverse Cove in 1856.
 33. The ice piled up and broke the first cable. The second was too close to Cape Traverse, and was broken by the ice.
 34. Near Lewis Muttart's house, in 1874.
 35. Has succeeded very well—nothing has happened to it.

36. Off Money Point, Jourimain Island, November, 1852. At Allan's house, Jourimain Island, in 1856, and at Moth's Point, Cape Tormentine, about 1868.

37. All were broken by the ice.

38. East of Moth's Point, in April, 1877.

39. Has succeeded well.

40. Arthur Irving made one trip to Pictou and back from Georgetown.

41. Crossing was made early in January. Left Georgetown about 6 a.m., arrived at Pictou about 2 p.m.; left Pictou about 3 p.m., arrived at Georgetown about 10 a.m., following. Had not much difficulty in crossing; the ice was thin and soft. Returning met some heavy ice, and had to lie till morning—she steamed through five inches of lolly. She can just make headway through four inches of ice. Two days before this trip was made, she tried to cross through gulf ice 8 to 10 inches thick, such as there is usually between Cape Traverse and Tormentine, but she could make nothing of it, and had to return to Georgetown.

ARTHUR IRVING.
LEWIS MUTTART.

PHILIPS F. IRVING—

CAPE TRAVERSE, 13th November, 1878.

1. Cape Traverse.

2. Have lived here 50 years.

3. Have had a great deal of experience; was contractor and partner about 25 years; crossed when he was 18 years old; now 64 years old; have also been at sea, and was engaged on the Admiralty survey under Capt. Olibar, Labrador coast.

4. For the ice-boat crossing, Carruther's Cove, east of Carleton; for autumn and spring, Cape Traverse Cove.

5. Because the distance is least to opposite shore; from reef to reef, or board-ice to board-ice, the distance is only six miles; the landing is as good there as anywhere; the board-ice is smooth; the harbor at Cape Traverse is safe for small craft.

6. At Money Point; Thomas Allan's; Jourimain's Island.

7. Because it is the nearest to Carleton and Amherst head; the board-ice is good; sometimes make a track out and bush it out.

8. Half a mile outside the points, or less—say quarter of a mile.

9. Forms permanently about 15th January, and breaks up about 1st April; varies with the season; sometimes goes out in mid-winter with heavy north-east gales.

10. Off Cape Jourimain's, over a mile; and off Moth's Point, fully two miles.

11. From about the same time as at Cape Traverse, and breaks up in the latter end of March. It is more liable to be carried away than the Island board-ice, as there is a strong current between the reefs and the shore.

12. A screw steamer drawing ten feet for winter and summer.

13. A berth or dock on each side would be required; they can be easily cut off Cape Traverse wharf, and to the south-east of the Jourimain reef; to the west of this the ice is rough; off this reef point there are six to eight fathoms of water. The steamer would be safer at Georgetown; the water is open longer; some winters it is hardly closed at all.

14. It would check the ice and hold it against the tide, but would not drive it.

15. From north, north to south-east, prevailing winds, westerly and north-west.

16. With heavy field ice she could not land, the wind packs the ice so close together. A steamer should never go into heavy ice if she can avoid it.

17. No; she could not make regular crossings; she might commence about the middle of March to the 1st of April; she would have to stop probably about the end of January.

18. Yes; immediately.

19. Do not think she could; the distance is so much greater.

20. On Cape Traverse and Charleton Point.

21. On the reefs off Jourimain Island.
22. From two to twenty feet.
23. No.
24. Level field ice without snow; lolly is the great obstruction; open water with wind is an obstruction.
25. Do not know of any such place; all depends upon the wind.
26. Yes; more boats should be used; two should always cross in company; four floats of inflated gutta-percha, with boards for passing through lolly; trusses would be an advantage; boat-houses, with stoves, are required, with caretakers; they would be useful at times; tugs would be serviceable.
27. Sometimes there is difficulty.
28. Off the wharf at Cape Traverse; good holding out of the current; good across the Straits; tough clay bottom; to the east of Jourimain reef all good.
29. Not after the board-ice is made.
30. About \$20; crossing, from three to twelve hours; average trip, five to six hours.

PHILIPS F. IRVING.

SOLOMON J. B. LAIRD—

VICTORIA, 15th November, 1878.

- Q. Where do you live?—At Victoria.
- Q. How long have you lived there?—Five years; previous to that lived at Cape Traverse for 13 years; before that Tryon; was born there.
- Q. What is your business?—Custom House Officer; was contractor for and drove the mail from Tryon to Bedeque for three years.
- Q. Have you had experience in crossing to the mainland in winter, at the Capes?—Yes, four years and part of fifth year, as master of boat and as a hand; part of that time ran an opposition boat.
- Q. What is the best place for crossing with ice boats on the ice?—Between Carleton Point and Amherst Point on P.E.I., and between Money Point and Lighthouse Point, Jourimain Point.
- Q. What is your reason for this opinion?—It is the shortest distance from land to land, and the straightest course; the best landing places; the board-ice is smooth off Amherst Head; off Thomas Allen's it is rough on the reef and smooth inside. The ground is high on Amherst Heads and afford a good view of the ice.
- Q. How far off Cape Traverse and Carleton Point does the board-ice form?—From a quarter to half mile. Sometimes fields of ice half a mile wide fasten to the board-ice and continue attached for a month or more.
- Q. How far off Money Point and Lighthouse Point does the board-ice form?—Out to the edge of the reef; the ice is more stationary on that side. There is little water on the reef at low tide.
- Q. How far off Victoria and Tryon does the board-ice form?—About $3\frac{1}{2}$ miles, and remains there mostly all the winter.
- Q. Is the water deep at edge of board-ice at Victoria?—Cannot tell, never was out to find out.
- Q. When as a rule does this board-ice form off Victoria?—From the middle of December to about 12th January, and breaks up about from the 26th March to the middle of April.
- Q. What draught of steamer would be most suitable for both winter and summer?—A screw steamer drawing about 12 feet or 8 feet. On the bar off Victoria there are eleven feet at low springs.
- Q. Would a berth cut in the board-ice be of any use to steamer; can a berth be readily cut?—Yes, a berth would be useful, she would have to be cut out sometimes. The berths would be pretty hard to cut; the ice makes thick at the edge, piles up and fills under.

Q. Would the ice come up with the tide against a prevailing wind?—It takes a very extra strong wind to stop the run of the ice. But have seen it carried in the same direction for several tides on account of very high winds.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter?—To the east and south; prevailing wind, west and north-west.

Q. With wind on the board-ice, could steamer approach to land passengers?—She could, but not if the wind was blowing with a slant on the ice.

Q. Can any steamer cross in hard, cold weather; if not, at what date would she usually commence and be forced to stop?—Don't believe that a steamer can be built that could cross them. Might commence from 1st to 10th of March, and would stop from 25th January to the 1st February. The coldest weather is previous to the 12th of February, then the heart of the winter is broken.

Q. Could ice-boats be used between Victoria and Pugwash?—No; the distance is too great for safety.

Q. Where does the ice pile with greatest violence?—Off the south-west of Tryon Shoal; there is a spur at the south-west of this shoal, not correctly shown on Bayfield's charts; this should be surveyed and certified on the charts. A reef and a sand-bar on the track of all vessels.

Q. Where is the ice most likely to separate and leave open water where steamers could cross from side to side, with any regularity?—Don't know of any such place; having driven the mails as above stated, has noted the places where most open water occurs. Where high broken ice is found with smooth field ice adjoining, there are often lanes of water left open at the turn of the tide. This occurs as often between Cape Traverse and Sea Cow-Head as at any part of the Strait between St. Peter's Island and Sea Cow Head. The movements of the ice depend a great deal upon the direction and force of the wind.

Q. Where is the best anchorage at Victoria?—In the basin there is splendid anchorage for 300 ton vessels; have 12 schooners anchored there; 60 or 70 could lie there.

Q. What do you consider the best way of crossing the Straits in the winter?—A steamer till it freezes up, and then the ice-boats at the Capes.

SOLOMON J. B. LIARD, *Collector Customs, Crapaud, P.E.I.*

VICTORIA, 15th November, 1878.

WESLEY MYERS, ABRAHAM MYERS, JOHN B. LEE.

Q. Where do you live?—Wesley Myers, Victoria; Abraham Myers, Crapaud; J. B. Lee, Tryon.

Q. How long have you live there?—All their lives.

Q. What is your occupation?—W. Myers, Harbor Master eight or nine years. Rest are farmers.

Q. Have you had any experience in the winter crossing?—Have never crossed the ice in winter; have been out to the edge of the board ice.

Q. What is the best place for crossing with ice boats on the ice?—Between the Capes.

Q. What is your reason for this opinion?—Because it is the narrowest crossing; with more ice and less water.

Q. How far off Victoria does the board-ice form?—Out to the edge of the bar.

Q. When, as a rule, does this ice form, and when does it break up?—Forms about 20th December to 15th February; breaks up about middle of April to the 20th of March.

Q. What draught of steamer would be most suitable for winter and summer?—A screw steamer, 12 feet draft.

Q. Would a berth cut in the ice be of any use to steamer; can a berth be readily cut?—She could be well docked and would be perfectly safe; no running in could hurt on account of the bars extending out beyond her dock. There would not be much trouble in cutting a dock (ice is not very heavy) from one foot to two feet.

Q. Would the ice come up against a prevailing wind with the tide?—No; the wind would hold it; wind sometimes drives it against the tide.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter?—To the south-east; prevailing wind north-west.

Q. With wind on board-ice could steamer approach and land passengers?—She generally could.

Q. Can any steamer cross in hard cold weather? If not at what dates would she commence and be forced to stop?—She can run up and down the Strait in any weather, no matter how cold; generally speaking in the winter there is a great deal of open water between Crapaud and Pugwash. Abraham Myers lives on high ground, Crapaud front, and has observed open water the whole winter; some days no ice can be seen except the board-ice. Wesley Myers has also observed the same. Ice appears to jam between the Capes. With the prevailing winds, north-west and west, there is always open water off Victoria.

Q. Could ice-boats be used between Victoria and Pugwash?—No; distance is too great.

Q. Where does the ice pile with greatest violence?—On the west end of Tryon Reef.

Q. Where is the ice most likely to separate and leave open water where steamer could cross from side to side?—Between Victoria and Pugwash. The water is generally open here. The tides do not affect the ice much in windy weather.

Q. Would a wharf be of any use in winter?—No; of no use.

Q. What do you consider the best way of crossing the Straits in winter?—By steamer between Victoria and Pugwash; she could make as regular trips as the ice boats at the Capes.

WESLEY MYERS,
ABRAHAM MYERS,
JOHN B. LEE.

CAPE TRAVERSE, November, 1878.

Q. How soon after (or before) low ebb tide does the current in the Straits change its duration on the Prince Edward Island side?—The flood tide comes in from the north west here, and stops outside from its south-east course about two hours before highwater on the shore; and stops running to the north-west about two hours before dead low water.

Q. In what direction does the current set from ebb to flood tide?—Flood tide sets to the south-east; ebb in the contrary direction.

Q. In calm weather what is the usual velocity of the current at its full force, running eastward, and what running westward?—Its velocity at springs is about three knots, and about two at neaps. I think about the same rate each way in moderate weather.

Q. With high winds up (or down) the Straits, what is the usual velocity of the current at its full force, running eastward, and what running westward?—I think the ice coming down from the north-west with flood tide and strong north-west gales goes fully at the rate of four knots to the south-east and about three knots in the opposite direction.

PHILLIPS F. IRVING.

CAPE JOURIMAIN AND AMHERST RAILWAY.

(via Tidnish, New Brunswick and Nova Scotia).

Main River..... 34.07 miles.
 Wharf and Sidings..... 1.73 "

ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.	Total.
	<i>Right of Way.</i>	\$ cts.	\$	\$
250 Acres.	Land, at from \$10 to \$100 per acre.....			8,130
	<i>Clearing and Grubbing.</i>			
126 do	Clearing.....	20 00	2,520	
35 do	Grubbing.....	50 00	1,750	4,270
	<i>Fencing.</i>			
2 Miles.	Board fencing	2 75	550	
66.14 do	Rail do	1 0	8,598	9,148
	<i>Grading.</i>			
10,380 C. yards	Rock excavation.....	1 00	10,380	
115,641 do	Earth do in cuttings.....	0 23	26,598	
136,876 do	do do side cuttings and ditches.....	0 18	24,638	61,616
	<i>Bridging.</i>			
46	Trestle culverts.....			
5	Bridges and trestles.....			15,088
	<i>Crossings.</i>			
23	Public road crossings		2,065	
101	Farm do		1,515	3,580
	<i>Steel Rails and Fastenings.</i>			
3,079 Tons.	Steel rails (55 lbs. per yard) at	27 00	83,133	
90 do	do fish-plates	27 00	2,430	
108 do	Spikes.....	58 00	6,264	
27 do	Bolts.....	65 00	1,755	93,582
	<i>Ties.</i>			
78,760 Each	Ties	0 08		6,300
	<i>Track-Laying and Ballasting.</i>			
3,580 Miles.	Track-laying (including sidings)	200 00	7,160	
80,550 C. yards	Ballasting	0 35	28,193	35,353
	Carried forward			

CAPE JOURIMAIN AND AMHERST RAILWAY—*Concluded.*ESTIMATE, APRIL, 1879—*Concluded*

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$	\$
	Brought forward			
	<i>Station Buildings.</i>			
3	Passenger and freight-houses (combined) at Cape Jourimain, Port Elgin, Baie Verte.....		3,000	
2	Turn tables and sheds at Cape Jourimain and Amherst.....		2,000	
3	Tanks and houses		1,500	
3	Coal-sheds.....		1,500	
3	Platforms		300	
7	Platform stations		700	9,000
	<i>Telegraph.</i>			
34.07	Miles ... Telegraph	100 00		3,407
	<i>Engineering and Contingencies.</i>			
	16½ per cent.			41,163
	Total			290,635
	Or \$8,530 per mile, including track on wharf and sidings.			
	<i>Wharf at Cape Jourimain.</i>			
73,574	C. yards Wharfing	2 00		147,148
	Total in New Brunswick and Nova Scotia, <i>vid</i> Tidnish			437,783

HENRY H. MACLEOD.

CAPE JOURIMAIN AND AMHERST RAILWAY.

(Via Goose Lake, New Brunswick and Nova Scotia.)

Main River 31.10 miles.
 Wharf and Sidings 1.50 do

ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.	Total.
	<i>Right of Way.</i>	\$ cts.	\$	\$
237 Acres ...	Land, at from \$5 to \$100 per acre			7,480
	<i>Clearing and Grubbing.</i>			
135 Acres ...	Clearing	20 00	2,700	
40 do ...	Grubbing	50 00	2,000	4,700
	<i>Fencing.</i>			
2 Miles	Board fencing.....	275 00	550	
62.20 do ...	Rail fencing.....	130 00	8,086	8,636
	<i>Grading.</i>			
10,380 C. yards	Rock excavation	1 00	10,380	
113,202 do ...	Earth excavation in cuttings	0 23	26,036	
164,439 do ...	do side-cuttings and ditches	0 18	29,599	66,015
	<i>Bridging.</i>			
45	Trestle-culverts			
3	Bridges and trestles		15,363	15,363
	<i>Crossings.</i>			
17	Public road crossings		1,606	
100	Farm crossings		1,500	3,106
	<i>Steel Rails and Fastenings.</i>			
2,890 Tons	Steel rails (55 lbs. per yard)	27 00	78,030	
84 do	Steel fish-plates	27 00	2,268	
101 do	Spikes	58 00	5,858	
28 do	Bolts	65 00	1,690	87,846
	<i>Ties.</i>			
73,920 Each....	Ties	0 08		5,914
	<i>Track-Laying and Ballasting.</i>			
33.60 Miles	Track-laying (including sidings).....	2 00	6,720	
75,600 C. yards	Ballasting	0 35	26,460	33,180
	<i>Carried forward.....</i>			

CAPE JOURIMAIN AND AMHERST RAILWAY—*Concluded.*ESTIMATE, APRIL, 1879—*Concluded.*

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$	\$
	Brought forward.....			
	<i>Station Buildings.</i>			
3	Passenger and freight-houses combined, at Cape Jourimain, Port Elgin and Baie Verte.....		3,000	
2	Turn-tables and sheds, at Cape Jourimain and Amherst.....		2,000	
3	Tanks and houses.....		1,500	
3	Coal-sheds.....		1,500	
3	Platforms.....		300	
5	Platform stations.....		500	8,800
	<i>Telegraph.</i>			
32·10	Miles. ... Telegraph.....	100 00		3,210
	<i>Engineering and Contingencies.</i>			
	17 per cent.....			41,522
	Total.....			285,772
	Or \$8,902 per mile, including track on wharf and sidings.			
	<i>Wharf at Cape Jourimain.</i>			
73,574	C. yards Wharfing.....	2 00		147,148
	Total in New Brunswick and Nova Scotia, <i>vid</i> Goose Lake.....			432,920

HENRY H. MACLEOD.

CAPE JOURIMAIN AND AULAC RAILWAY, NEW BRUNSWICK.

Main Line..... 31.33 miles.
 Wharf and Sidings..... 1.67 ..

ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.	Total.
	<i>Right of Way.</i>	\$ cts	\$	\$
234 Acres ...	Land, at from \$10 to \$80 per acre.....			8,210
	<i>Clearing and Grubbing.</i>			
91 do ...	Clearing.....	20 00	1,820	
24 do ...	Grubbing.....	50 00	1,200	3,020
	<i>Fencing.</i>			
2 Miles	Board fencing.....	275 00	550	
60.66 do	Rail do	130 00	7,586	8,436
	<i>Grading.</i>			
13,732 C. yards	Rock excavation.....	1 00	13,732	
113,288 do ...	Earth do in cutting.....	0 23	26,056	
140,778 do ...	do do in side cutting and ditches.....	0 18	25,340	65,128
	<i>Bridging.</i>			
51	Trestle-culverts.....			
2	Bridges and trestles.....			14,992
	<i>Crossings.</i>			
19	Public road crossings.....		1,806	
115	Farm crossings.....		1,725	3,531
	<i>Steel Rails and Fastenings.</i>			
2,838 Tons	Steel rails (55 lbs. per yd.)	27 00	76,626	
83 do ...	do fish-plates.....	27 00	2,241	
99 do ...	Spikes.....	58 00	5,742	
25 do ...	Bolts.....	65 00	1,625	86,234
	<i>Ties.</i>			
72,600 Each	Ties.....	0 08		5,808
	<i>Track-laying and Ballasting.</i>			
33 Miles	Track-laying (including siding).....	200 00	6,600	
74,250 C. yards	Ballasting.....	0 35	25,988	32,588
	Carried forward.....			.....

CAPE JOURIMAIN AND AULAC RAILWAY, NEW BRUNSWICK—*Concluded.*ESTIMATE, APRIL, 1879—*Concluded.*

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$	\$
	Brought forward.....			
	<i>Station Buildings.</i>			
3	Passenger and freight-houses combined at Cape Jourimain, Port Elgin and Baie Verte.....		3,000	
2	Turn-tables and sheds, at Cape Jourimain and Aulac.....		2,000	
3	Tanks and houses.....		1,500	
3	Coal sheds.....		1,500	
3	Platforms.....		300	
6	do and stations.....		600	8,900
	<i>Telegraph.</i>			
31.33	Miles Telegraph	100 00		3,133
	<i>Engineering and Contingencies.</i>			
	17 per cent.....			40,796
	Total.....			280,776
	Or \$8,961 per mile, including track on wharf and sidings			
	<i>Wharf at Cape Jourimain.</i>			
73,574	C. yds. Wharfing.....	2 00		147,148
	Total in New Brunswick <i>via</i> Aulac.....			427,924

HENRY H. MACLEOD.

PUGWASH AND THOMPSON RAILWAY, NOVA SCOTIA.

Main Line..... 15.5 miles.
Sidings... 0.5 mile.

ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.
		\$ cts.	\$
30 Acres	Clearing.....	20 00	600
47 do	do	15 00	705
163,747 C. yards	Earth work.....	0 23	37,662
20,000 do	Ditching and borrowing.....	0 18	3,600
755 L. feet	Trestling.....	8 00	6,200
1	Trestle culvert.....		80
270 C. yards	3rd class masonry.....	4 00	1,080
10 Acres	Grubbing.....	50 00	500
2 Miles	Fencing.....	275 00	550
29 do	do	130 00	3,770
36,000 C. yards	Ballasting.....	0 35	12,600
35,200 Each	Ties.....	0 08	2,816
16 Miles	Steel rails, 55 lbs. per yard, and fastenings.....	2,610 00	41,760
16 do	Track-laying.....	200 00	3,200
127 Acres	Right of way.....	30 00	3,810
155 Miles	Telegraph.....	100 00	1,550
	Station buildings.....		7,000
10	Public road crossings.....	100 00	1,000
	Engineering and contingencies—20 per cent		25,700
	Total.....		154,183
	Or \$9,947 per mile, including sidings.		
	Wharf at Pugwash.....		7,000
	Total.....		161,183

HENRY H. MACLEOD.

PUGWASH AND RIVER PHILIPS STATION RAILWAY, NOVA SCOTIA.

Main Line 18.50 miles.
 Sidings..... 1.50 "

ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.
		\$ cts.	\$ cts.
78 Acres	Clearing.....	20 00	1,560
39 do	do	18 00	702
15 do	Grubbing.....	50 00	750
2 Miles	Fencing.....	275 00	550
35 do	do	130 00	4,550
102,040 C. yds.	Earthwork in cuttings.....	0 23	23,470
45,887 do	do ditching and borrowing.....	0 18	8,260
12,000 do	Rock excavation.....	1 00	12,000
500 do	2nd class masonry.....	5 00	2,500
500 L. feet	Bridging on piles.....	10 00	5,000
500 do	Trestling.....	15 00	7,500
11 Each	Trestle culverts.....	120 00	1,320
17 do	do	80 00	1,362
20 Miles	Steel rails, 55 lbs. per yard, and fastenings.....	2,610 00	52,200
45,000 C. yds.	Ballasting.....	0 35	15,750
44,000 Each	Ties.....	0 08	3,520
20 Miles	Tracklaying.....	200 00	4,000
4 Each	Public road crossings.....	100 00	400
40 do	Farm crossings.....	15 00	600
150 Acres	Right of way.....	30 00	4,500
	Station buildings, &c.....		8,000
18½ Miles	Telegraph.....	100 00	1,850
	Engineering and contingencies, 20 per cent.....		32,068
	Total.....		192,410
	Or \$10,400 per mile, including sidings.		
	Wharf at Pugwash.....		7,000
	Total.....		199,410

HENRY H. MACLEOD.

CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY, PRINCE EDWARD ISLAND.

Main Line 11.44 miles.

Wharf and Sidings..... 0 80 "

ESTIMATE, MARCH, 1879.

Quantity.	Description.	Rate.	Amount.	Total.
<i>Right of Way.</i>				
		\$ cts.	\$ cts.	\$
15.71	Acres ... Cleared land.....	60 00	943 00	
49.03	do ... do	40 00	1,961 00	
19.30	do ... Wooded land.....	20 00	386 00	3,290
<i>Clearing and Grubbing.</i>				
19	Acres ... Clearing.....	20 00	380 00	
6	do ... Grubbing.....	50 00	300 00	680
<i>Fencing.</i>				
22.88	Miles.... Fencing (one side).....	130 00		2,975
<i>Grading.</i>				
7,550	C. yds... Rock excavation.....	1 00	7,550 00	
36,369	do ... Earth excavation in line cuttings.....	0 20	7,274 00	
40,970	do ... do inside cuttings and ditches, &c.	0 15	6,146 00	20,970
<i>Bridging.</i>				
15	..... Trestle culverts.....			6,357
3	..... Bridges and trestle.....			
<i>Crossings.</i>				
10	..... Public road crossings.....		906 00	
28	..... Farm crossings.....		420 00	1,326
<i>Steel Rails and Fastenings.</i>				
10.53	Tons ... Steel rails (55 lbs. per yard).....	27 00	28,431 00	
30	do ... Steel fish plates.....	27 00	810 00	
36	do ... Spikes	58 00	2,088 00	
9	do ... Bolts	65 00	585 00	31,914
<i>Ties</i>				
26,928	Each ... Ties.....	0 08		2,154
<i>Track-Laying and Ballasting.</i>				
12.24	Miles ... Track-laying (including Sidings).....	200 00	2,448 00	
24,480	C. yds... Ballasting.....	0 35	8,568 00	11,016
	Carried forward.....			

CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY—*Concluded.*

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$
	Brought forward.....			
	<i>Station Buildings.</i>			
1	Passenger and freight house (combined), at Cape Traverse		1,000 00	
1	Turn-table and shed.....		1,000 00	
1	Tank and house.....		500 00	
1	Coal-shed.....		500 00	
1	Platform.....		100 00	
2	Platform stations		200 00	3,300
	<i>Telegraph.</i>			
11.44	Miles.... Telegraph.....	100 00		1,144
	<i>Engineering and Contingencies.</i>			
	20 per cent			17,025
	Total.....			102,151
	Or \$8,929 per mile (including track on wharf and sidings).			
	<i>Wharf at Cape Traverse.</i>			
47,452	C. yds... Wharfing	2 00		94,904
	Total on Prince Edward Island			197,055

HENRY H. MACLEOD.

REPORT

OF THE

SELECT COMMITTEE

ON

INTER-PROVINCIAL TRADE.

Printed by Order of Parliament.



OTTAWA :

PRINTED BY MACLEAN, ROGER, & CO., WELLINGTON STREET.

1883

REPORT
OF THE
SELECT COMMITTEE
ON
INTER-PROVINCIAL TRADE,
WITH EVIDENCE.

ORDER OF REFERENCE.

HOUSE OF COMMONS, Monday, 5th March, 1883.

Resolved,—That a Select Committee be appointed to take into consideration and report how Inter-Provincial Trade may be best promoted, the earnings and enlarged traffic of the Intercolonial Railway be further increased by products from Ontario and Quebec, East to the Maritime Provinces and Newfoundland, and by returning freights.

Wednesday, 7th March, 1883.

Ordered,—That Mr. Burpee (St. John),
“ Desjardins,
“ Farrow,
“ Gunn,
“ Laurier,
“ McCallum,
“ Mitchell,
“ Paint,
“ Richey and
“ White (Cardwell),

do compose the said Committee.

Attest,

J. G. BOURINOT, *Clerk*.

Thursday, 8th March, 1883.

Ordered,—That the said Committee have power to send for persons, papers and records.

Attest,

J. G. BOURINOT, *Clerk*.

REPORT.

The Select Committee appointed to take into consideration and report how Inter-Provincial Trade may be best promoted, the earnings and enlarged traffic of the Intercolonial Railway be further increased by products from Ontario and Quebec, East to the Maritime Provinces and Newfoundland and by returning freight, beg leave to submit the following as their report.

The Committee have had before them persons from various parts of the Dominion conversant with the trade carried on between the several Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, and have examined them touching the growth of that trade since the Union of the Provinces in 1867, its present position, the opportunities for its enlargement, and the conditions under which its much greater development may fairly be anticipated.

They are gratified in being able to state that, upon all these points, the evidence given appears to them to be important and encouraging.

For example, it is shown that while, in 1866, goods to the value of \$1,200,000 only were imported into the Maritime Provinces from Canada, in 1882 their importations from the Upper Provinces had risen to \$22,000,000, and although the volume of trade has been largely from the West to the East, yet it is found that the importation of coal from Nova Scotia into Quebec has, within a few years past, greatly increased, and the trade in herring and codfish from Cape Britain and Nova Scotia has, in the language of one of the witnesses, "developed to very large proportions." "Inter-Provincial Trade," he says, "is growing daily, and the feeling between the Provinces is very much better than it was some years ago."

Another states: "As far West as Montreal a very considerable trade is already done in fish and in oils, and in West India goods and coal." It is, however, felt that this trade has, by no means, reached its just proportions, and that much may be effected in the way of removing impediments and extending its volume.

The witnesses concur that the facilities are not at present what they ought to be. The railway accommodation for traffic, it is alleged, is not adequate to the demand upon it. The merchants and others examined state that the Grand Trunk Railway cannot do the business. One gentleman, it will be seen, states: "We have freight now out about two months from London to Quebec, of which we cannot get any tidings, and there was also quite a large quantity out for a month before I left home. This has been the case all winter. We have now one customer in the Town of Chatham to whom we ship a good deal, and to whom we recently shipped five car loads, and this shipment has failed to reach him, although it has been on the road somewhere for about six weeks.

Another says: "We in Toronto are from 800 to 1,300 miles from Halifax, and in the winter season, more especially this winter, we have found that the delays have been very annoying, and it has taken as long as six weeks to get our shipments through to their destination. This is one of the great obstacles to the trade, and in the summer it frequently takes thirteen days and sometimes it is done in ten days."

Again: "You have no idea of the annoyances we are subject to. We have exceptionally great difficulty in keeping this trade alive. Recently there were 136 cars of freight in one yard awaiting transfer. The Grand Trunk is not at fault, because all its rolling stock was employed to its fullest extent."

Another refers to a recent block of coal cars at the Chaudiere Junction, to overcome which the Intercolonial Railway authorities offered to send out their own locomotives, if the Grand Trunk would let them haul the coal over the road to Montreal and get their cars back; and the same gentleman speaks of a letter from a Chicago correspondent, saying that he had been obliged to discontinue the fish trade from Halifax, as some of the freight had been forty days in transit from Halifax to Chicago.

To meet these difficulties the chief practical suggestions which have been submitted to Your Committee, beyond the increase of railway accommodation by through competing lines—which must of necessity be a matter of considerable time—are the putting on immediately of a line of propellers to connect the westernmost ports of Lake Ontario with the Intercolonial Railway at Point Levis, and the deepening, as speedily as possible, of the St. Lawrence Canals to a uniform depth with the Welland Canal.

It is claimed that not only would a line of propellers, regularly run in connection with the Intercolonial Railway, afford the requisite relief to traffic, but that it would effect such a reduction in the rate of freight as to divert into our own channels a large amount that goes from Ontario by way of the United States, and to enable the coal of Nova Scotia to be placed in the cities and towns of Ontario at as low a price as that at which it can be imported from the neighboring Republic; while the other products of the Lower Provinces would also thus reach the market of the Upper in much greater quantities than they now do. It is, however, alleged that with the control which the railway system is able to exert, no line of propellers could be established without a guarantee of freights for each trip to a specified amount, or a subsidy granted by Government, though it is thought that once fairly established, they would continue in after years without it. The better opinion appears to be that ten thousand dollars for six months for each boat put on would be required, though some assert that an efficient line of from three to four boats could be secured for from \$25,000 to \$30,000.

With regard to the deepening of the canals, it is strongly contended that this is indispensable for the proper development of the Inter-Provincial trade. A gentleman from Ontario, of large experience, affirms: "that the most direct means of increasing the trade with the Lower Provinces would be the enlargement of the St. Lawrence Canals, at the earliest possible period, to a uniform size of the Welland Canal, in size of lock and depth of water, so that large vessels could pass through them. Vessels carrying large cargoes would have a tendency to cheapen the rate of freight. They could go to the Lower Provinces, discharge their cargoes and take in return cargoes of coal, and carry it up at a low rate of freight, say \$1 to \$1.25 per ton. They could also take fish and what other goods they could get. In this way coal could be probably laid down in Western Ontario at a less cost than the American coal, and it would consequently go largely into consumption throughout Ontario."

Another resident in Cape Breton, interested in its mining enterprises, declares: "Were the canal enlargement completed we could send over a million tons of coal into Ontario. Once enlarged, the grain trade must flow to Montreal, our coal to the West, freight will be reduced, and Canada will supply her own demands."

The Committee have deemed it to be their duty to thus advert to the facts and opinions which have been elicited in the course of their inquiry, and they now beg leave to present herewith the evidence and statements in detail as given before them for the consideration of the House.

All of which is respectfully submitted.

HENRY N. PAINT, *Chairman.*

Presented to the House of Commons, on the 25th April, 1883.

EVIDENCE

TAKEN BEFORE THE

SELECT COMMITTEE

ON

INTER-PROVINCIAL TRADE.

HOUSE OF COMMONS, OTTAWA, 15th March, 1882.

The Committee met this morning.

JOHN MAGOR, Esq., commission merchant, of Montreal, was called and examined.

To the Committee :

I have been engaged in the trade between Montreal and the Lower Provinces and Newfoundland for the last eighteen or twenty years, and have had considerable experience.

By Mr. White :

Q. To what branch of that trade?—The fisheries and produce trade, importing fish, oil, sugar and molasses, and all the productions of the Maritime Provinces. With regard to the Newfoundland trade, it is largely what is called the Labrador trade, where all the herrings come from. The firm that I was with for many years have sold between thirty and forty thousand barrels in one year from Labrador. Of late years that fishery has fallen off a little—in fact, fallen off considerably, and the Cape Breton herring fishery has increased considerably and we now get a supply from Cape Breton or Nova Scotia, *via* Halifax, of as nearly as fine fish as we used to get from Labrador. They are large fish, but not quite so fat; they are well put up, and well inspected, and are taken through the country now almost as well as Labrador. It is a trade that should be encouraged and cultivated, and I think can be increased considerably. Some seven or eight years ago we used to get the Canso herring—a herring that was very badly put up and had a bad name all through the country. The consequence was that they did not fetch more than half the price of the Labrador herring and gradually died out; but during the last three or four years the trade in this new catch of herring from Cape Breton or Nova Scotia has developed to very large proportions.

By the Chairman :

Q. Do you consider that the inspection law passed by the Dominion Government some years ago has had anything to do with that?—It has had a great effect, especially on Canadian fish. A barrel of Cape Breton or Nova Scotia herring, properly inspected, will pass current like a pound sterling.

By Mr. White :

Q. These are inspected under our laws, and by Government inspectors?—Yes; by inspectors appointed by the Government.

Q. With regard to the inspection laws of Newfoundland, is it not a fact that the Newfoundland fishermen are becoming their own inspectors, and send fish up here?

Is there anything in that?—Well, these inspectors are properly appointed by the Newfoundland Government, the same as our inspectors are here. There is no difference in the appointment, and as far as I can see, they are inspected about as well as it is possible to do. It would be an impossibility to inspect Labrador herrings after they arrive in Canada.

By Mr. McCallum :

Q. If you open the barrels you spoil them?—If you turn the barrels out you would spoil the fish.

Q. What is the cause of that; I thought that fish could be inspected by opening the barrels instead of turning out the fish?—Any fish that is once packed should be left intact. I do not think that you could improve on the Labrador inspection, except that you could caution the Newfoundland Government themselves to be very strict in the appointment of their inspectors. We find, in a year when there is a good catch, that the herrings are large and well cured, and in a poor year, when the catch is not good, the fishermen will put in small fish. As to the curing of the fish, I believe they are as well cured as it is possible to cure them, and there are many of these sent to Western Ontario.

By Mr. Farrow :

Q. You do not know the quantity?—Not so large a quantity as formerly. They are beginning to use the Cape Breton fish instead of Labrador. This is one of the reasons why the Dominion should encourage that trade. It is nearly as good as the Labrador herring, and we are dealing with our own people. Newfoundland is outside of the Dominion, but they are very large customers of our own. I suppose they receive half of their consumption of flour, pork, and an enormous quantity of butter, boots and shoes, and manufactures of all kinds, from us. They are very large customers; at the same time, we have fish nearly as good as they have. Then there is the article of codfish—a trade that is increasing enormously here from Nova Scotia and Cape Breton, from the month of October to the month of March. There is a continual supply of green codfish in August; it is packed into barrels, brought up here, and sold all over the country. A few years ago scarcely any fish came from these places; we used to get the supply from Gaspe, but that supply has fallen off, and the Cape Breton trade has been taken up. This is all well packed and cured, and goes by the Intercolonial Railway.

By Mr. McCallum :

Q. Do you have any pickle on it?—It is dry salt; first of all it is salted down in bulk in their fish stages, and after being sufficiently cured, they pack and send it out in barrels. In view of the abrogation of the Washington Treaty it would be very important for us to cultivate this Lower Province trade, because our fishermen then will be sure to find customers here. The Americans have been large catchers of codfish, and they have been supplying the Upper Provinces mostly from Boston. They have that trade now, but if the Washington Treaty were abrogated it would throw the trade back among ourselves.

By Mr. Farrow :

Q. You would not anticipate a great loss if it were abrogated?—No; it would be a benefit to me personally, and to the trade of Montreal. Before the Treaty Montreal used to supply all the Upper Provinces; now they get supplied from Boston.

By Mr. White :

Q. Provided the Washington Treaty were done away with, how would our Canadian market compare with the American market?—We would have a far larger trade than the United States.

Q. It would be a very fair compensation, then, if the abrogation of the Washington Treaty were secured?—Yes, as far as I can see at present.

By the Chairman :

Q. Is there much American fish coming to us in Western Ontario?—There is a good deal from Boston.

By Mr. Farrow :

Q. Where do we get our canned fish from, such as lobsters, etc.?—From Nova Scotia and the Maritime Provinces. In the matter of oil, which is produced where the fish is caught, during the Washington Treaty the greater part of it has been supplied from Boston. The Boston people are great adepts at mixing oil. They have been in the habit of supplying Canada with a mixture of pogie and cod-oil, so that instead of having pure cod-oil, which we were always accustomed to for many years to tan our leather, the Americans have been supplying us with this mixture. It fries out the leather instead of putting weight into it, and causes the leather to stick together. If the Washington Treaty is abrogated we will go back to our old ways and use our pure oil.

By the Chairman :

Q. Did you receive a great deal of this poor oil?—Well, that is bought by dealers in Montreal and other places in order to compete with Americans. They have to do the same thing and mix it, but the pogie fishery has fallen off in the States considerably this last few years. From my knowledge of Americans there is scarcely any fishery that they have but what they would exhaust it in a very short time. They do not protect their fisheries. They are the most skilful fishermen in the world, and have the best appliances. A Yankee fisherman will catch two fish to one of our own fishermen in the Lower Provinces. They use the very latest style of craft, and the very best appliances, sparing no expense, and the consequence is that they have exhausted their fisheries. They do not protect their fish at all; there are no laws to prevent them catching small fry, but they catch large and small together.

By Mr. Gunn :

Q. There was a short supply of codfish last year, was there not?—Yes, it was very short. The Americans claim now that our mackerel fishery in the Gulf is no good to them. The only way I can account for that is because they have exhausted the mackerel. I think they have abandoned the mackerel to a great extent, and gone into cod-fishing. They have gone to the shores and banks of Newfoundland and caught codfish to supply their own country, so that the vessels which used to be engaged in mackerel-fishing are now engaged in cod-fishing.

By Mr. McCallum :

Q. And the American fishermen supply their own country with fresh codfish in barrels, besides supplying some parts of Canada?—They supply Western Canada largely.

Q. You think that if the Washington Treaty were abrogated we would supply them ourselves?—Yes. They also have nearly all the trade that was done in Montreal, too.

Q. Then you think the abrogation of the Washington Treaty would not effect our fishermen much?—It would not effect us much if we could create a home trade. Of course we are a small people compared to them. It is good to have a large market to be able to sell your surplus.

By Mr. Gunn :

Q. They would have to have the fish at any rate?—Yes. The abrogation of the Washington Treaty would have the effect of increasing our own fisheries to a certain extent, because we would supply them with fish, which is now confined entirely to their own catch. Excluding our fish would increase the value of their own, and would increase the number of their fishermen, but if they have no cod fishery grounds to go to, it would compel them to buy our fish.

By the Chairman :

Q. In consequence of a great many of the fish being small have they not to be barrelled?—Yes. The green fish that comes here is caught late in the fall, and cannot be cured until late in the spring of the year, and, therefore, it is a grand thing for the Lower Provinces to have this trade up here.

Q. Is there any fish received from St. Pierre Miquelon during the year?—No.

Q. It goes to Halifax in cargoes?—Yes. It goes to Halifax in bond, and to the West Indies and France. I think there is a duty on French fish.

Q. But I think the duty is paid. What is the volume of trade from Newfoundland as far as you know, to the port of Montreal?—The imports?

Q. Yes?—I have no idea as to the volume.

Q. What other firms in Montreal are in that trade besides yourself?—There are several others. We import from Newfoundland a large quantity of seal oil. I, myself, received about two thousand barrels last year.

Q. What is that used for?—For mixing with other oils for burning purposes. It is not adapted to machinery, but the mixtures make it a very safe burning oil for railways and other uses. You have to put a certain amount of seal oil with the coal oil.

By Mr. Gunn :

Q. Was there not a very small catch last year, and it accordingly advanced in price?—Yes; it was almost a necessity here.

Q. Is it too soon yet to tell about this year's catch?—Yes.

By Mr. Richey :

Q. You think this inter-provincial trade can be very largely increased?—Yes.

Q. Can you suggest any practical means of increasing that trade?—I do not know that I can; it is growing every year. The only means that I am aware of is that if the Washington Treaty were abrogated, the trade is sure to flow this way.

By the Chairman :

Q. Have you thought of any way by which the trade might be diverted more towards the Dominion; I mean that portion of it that is now going to Great Britain from Newfoundland?—Oh, no; their coal oil and seal oil mostly goes to Great Britain, but we get as much of it as we want and have a mind to pay for. I do not see how you can increase the trade of Newfoundland very much.

By Mr. Gunn :

Q. Could the Newfoundland people not take more from us than they do now?—Well, they would take more if we had free trade in breadstuffs. They would not take more Canadian flour, but they would take more from Montreal. The fishermen there require a poor, or rather coarse, quality of flour which they get from the States, and before the duty of breadstuffs, we used to supply a very large quantity which came down our canals and railways, and was shipped from Montreal. But now there is not a barrel of it supplied by us; it all comes from New York.

Q. We have lost the trade?—Yes. Our Canadian flour is nearly all made from white wheat which makes a very choice flour, and in the spring of the year the fishermen require a cheaper quality of flour. It is a coarser flour, and better for them.

By the Chairman :

Q. Why not bring American flour in bond to Montreal and ship it from there?—For this reason, that whoever would import that flour from the States to Montreal would be dependent entirely on Newfoundland for the trade. You want a free market to induce the trade to come down liberally and spontaneously. It is just the same in wheat. If we bring down American wheat there are only the exporters to buy it, and consequently you can do nothing but export it yourself. We raise nearly altogether white wheat. Before the duty was put upon it, Canada used to import an enormous quantity of this American flour for her own consumption, and we used to export a better article, but to-day they are compelled to use white wheat flour, which is the very best of flour. They are obliged to pay \$5 a barrel for this flour when before the \$4 barrel of flour would do them. Then we used to get a large quantity of this flour for our Newfoundland trade, but now none at all.

By Mr. McCallum :

Q. Can you tell us from your experience previously, and at the present time, the difference between the trade of Newfoundland at that time and now? Is it a serious matter?—I should think it would be a loss of two or three hundred thousand dollars.

The volume of trade, of course, would be greater, if the duty on breadstuffs were removed. We could sell just as much of our good flour, and the poor flour besides.

Q. What communication is there between Montreal and Newfoundland?—A line of steamers, which go every ten days, the same as New York.

By Mr. White:

Q. What do they take down generally?—Butter and flour and manufactured goods. The vessels go down with full cargoes and come back with coals.

Q. Is the aggregate export of flour to Newfoundland increasing?—Well, a number of articles have considerably decreased, but flour has increased. We used to send leather, and tobacco, but this is mostly supplied by Americans now. They have a reciprocal trade there. One firm, I know, imports largely in American leather, because the American firm take oil in return. But, of course, the price is much lower, too. One reason that the number of articles has decreased is that Newfoundland has adopted the same policy as we have here ourselves. They have become protectionists in a small way, and supply their own manufactures to a great extent.

By Mr. Gunn:

Q. What is the population of Newfoundland?—About one hundred and fifty thousand, and it is increasing. They consume per head, a great deal more in Newfoundland, than in almost any other country. The fishermen have to buy everything and they are somewhat extravagant. I do not see how the trade can be increased between Newfoundland and Canada, which is largely on one article. There are no restrictions on it at present, and there is no duty on their fish or their oil.

By Mr. McCallum:

Q. What would you recommend to increase the trade between the Provinces?—Every Province in the Dominion sends more or less to Newfoundland. The trade between the Provinces is rapidly developing, and I think there is a much greater increase in this trade during the last five years than there was before. It is growing daily, and the feeling between the Provinces is very much better than it was five years ago. Of course, if the treaty is abrogated, it will throw them into more intimate business relations, but whether it will be better I cannot say.

By the Chairman:

Q. Taking the St. Lawrence as a natural highway, do you think the facilities for traffic over it might not be largely increased, and how?—Between the Provinces?

Q. Yes. How might we develop it towards the Maritime Province?—The best way to develop the carrying trade on the St. Lawrence and the canals would be to remove the duty on breadstuffs. That refers more particularly to our lakes and our canals.

Q. You mean the fifty and forty cent duty on cornmeal and flour?—Yes, and on wheat too. You have made broad and deep canals, and spent millions of money on them, in order to create a big traffic, which would go down this way to Montreal, and be shipped from there, and then you block the very thing you want to go down.

By Mr. McCallum:

Q. Can you not put it in bond?—That is the mistake that everyone makes. Everything that hinders the trade stops it to some extent, and in this case to a very enormous extent.

By Mr. Gunn:

Q. Do you think the volume could be increased by removing the duty?—I think so.

By Mr. McCallum:

Q. Would doing away with the duty on breadstuffs increase the oil trade?—Yes, I believe it would develop it. I mean for the Lower Provinces alone. I am speaking of the St. Lawrence as a natural highway, and the traffic over it.

Q. You think it would increase the through trade if the duty were taken off?—I am engaged in Montreal not only in the Lower Province trade, but in the export trade, and I would handle double the quantity of stuff if it were not for the bonding system. I would often buy five or six cargoes of wheat if I could sell it myself in Montreal, and not be obliged to export it, but I must export it on account of the duty.

Q. What are the Canadian millers doing?—The miller has to grind Canadian wheat to feed our own people.

By Mr. Farrow :

Q. Has there been a great falling off in the quantity of grain going down the St. Lawrence?—Yes.

Q. Do you know why?—There was a short crop, and there was a poor demand in England.

Q. Are you not aware too, that there were greater facilities granted by the steamship lines of New York, and that they were actually paying a certain premium, as it were, to get customers?—Yes; I know that.

Q. And that militated against the grain coming as usual by our own route?—Yes; that is what I am driving at. The facilities were greater from New York.

Q. You are aware that on the Erie Canal they have done away with the tolls. Has that not increased their trade?—Yes; they are increasing in their trade, but we are decreasing.

By Mr. McCallum :

Q. Have not the port charges in Montreal something to do with that?—Every charge that is placed on trade is, of course, so much against it, as compared with another place.

Q. Do you not think that the bonding system, the duty on breadstuffs, injures the volume of trade more than the port charges. If vessels were allowed to go to Montreal free of charge, there being no port charges at all, would it not help the trade very much?—No; I think the duty is the great drawback upon it. The export business depends a great deal upon the men who are working it, not the place in which the business is done. Of course they want to feel the greatest liberty in handling the stuff that comes there; everything that hampers them decreases the trade. It is notorious in Montreal that the grain trade is the poorest paying trade that any man can be engaged in. If you go back thirty years you will find that the men engaged in it are hard-working, persevering men.

Q. Is that not the same everywhere else?—No; it is a respectable trade everywhere else. Montreal is the last place in the world that those engaged in the grain trade would go to, to do business. The disadvantages are very great, and we want them removed. The bonding system is one of those disadvantages which we want removed.

Q. Free Trade?—Yes; in breadstuffs.

By Mr. Gunn :

Q. Montreal, then, is the worst place for the grain trade?—Yes.

Q. And since the bonding system came in force it has been worse?—Yes, to a very great extent.

By Mr. Farrow :

Q. That is the bonding system?—Yes, and the duty on breadstuffs has decreased the volume of trade, and to day it is the worst place on the continent to do this business.

By Mr. Gunn :

Q. You say the trade is increasing between the Provinces?—Yes.

Q. By reciprocal trade?—Yes.

Q. What is that reciprocal trade? You do not mean coal. Are there not large ships going to Montreal from Pictou and Sydney?—Yes; but the greater number go back in ballast.

By the Chairman :

Q. But the sailing ships do not go back in ballast?—No; they take cargoes of lumber to South America.

Q. And grain to England and Europe?—That used to be a large trade, but it is reduced now?

Q. And the freight on the coal they bring up assists to disburse the ship. If it were not for that we would have no ships at all?—No.

By Mr. Farrow :

Q. Our St. Lawrence, then, has not the same amount of carrying trade that it used to have?—No.

Q. And you say this on account of the bonding system?—That is one of the drawbacks.

Q. You agreed with me that one of the reasons was that there was not so much wheat to go down as formerly?—Yes.

Q. And you agreed with me that instead of our getting the American wheat it went to New York, and this was because the ships there offered a low rate of freight; in fact they offered to carry it for nothing?—And so they did in Montreal.

Q. But they did not offer to carry it so cheaply?—They did not have so many ships there.

By the Chairman :

Q. But you must remember that at New York the season is twelve months and at Montreal only six months?—I know that.

By Mr. McCallum :

Q. Who supply the Newfoundland trade now, the Canadians or the Americans? Do you think our trade in Newfoundland has increased from what it used to be, or has it diminished?—I think we used to do more a few years ago than we do now, certainly in a great many articles. In flour alone I should think there was a decrease.

Q. Who supplies that trade now? You supply the Newfoundland people with Canadian flour?—Yes.

Q. Do you not suppose that it is a benefit to the Canadian people to have our own market here?—It is a benefit in this way; that you only get the export value of your flour, whether you get it here or elsewhere. The country only gets the export value of the flour whether it goes to England or elsewhere.

By Mr. Gunn :

Q. If the wheat was allowed to come in free you would have more of it? It would make no difference whether it went to England or elsewhere?—No.

By Mr. McCallum :

Q. You used to give these people, and you say it is a hardship for them to have to get good flour?—But they buy the good flour to-day because we cannot give them American flour. They go elsewhere to get that.

Q. What proportion do you think of Canadian flour and of American flour was supplied last year? Do you supply them from Quebec and Montreal?—We get some white wheat flour in bond from Detroit, because it is cheaper than our Canadian.

Q. Our exports altogether from Quebec last year, I think, were \$640,058. Out of that, we supplied \$527,694 of Canadian flour and \$122,345 of American flour, so that our people had the advantage of feeding these people. The Americans fed them before, but we do it now?—The Americans have the advantage of supplying them now more than formerly, but not through the St. Lawrence.

Q. Not through the St. Lawrence?—No, but if we had no duty on breadstuffs we could supply them more than formerly. It would be so much business for our ships and our merchants, and it would give us the carrying trade to-day from the North-West to Montreal, and from Montreal to Newfoundland, and so back again. It would pay the grower in Canada, because it is now grown in the States, if we had the same kind of flour as they have in the States.

Q. It is supplied largely from New York and Boston?—Yes.

Q. Is this not owing to steam communication to Newfoundland?—No; we used to supply them before.

Q. We do not raise the poor flour?—It is not a poor flour; it is a cheaper flour. Canada has only got one straight grade of flour from winter wheat.

Q. Then the people of Newfoundland must be larger consumers than they were formerly?—Yes. They are very prosperous now, and the fishermen will eat double when they can pay for it than they will when they cannot pay for it. It is a coarse flour, and is better for the muscle. Perhaps it would be better for us, too.

By the Chairman :

Q. But we will have it from the North-West shortly?—Yes; if the North-West people plant the right sort of wheat.

By Mr. McCallum :

Q. The whole export of Canadian flour from Canada last year to Newfoundland was \$565,363 of Canadian flour and \$123,514 of American flour through Canada, so that our farmers had the advantage of the trade?—You can increase that trade as much as you like. You all claim that this St. Lawrence is the natural route from the West, and you can bring flour cheaper from the West than from New York. It can be brought by the St. Lawrence, from the West, for 30 cts., while it costs 50 cts. or 60 cts. from New York, and we could draw that trade down here if it were not for the duty.

Q. Do you not think that the port charges of Montreal are a great detriment to the foreign trade or through carrying trade of this country?—I do not think it is. I do not do much in shipping myself. I pay the freights and ought to know.

Q. Do you not think the port charges of Montreal would be quite a tax on inter-provincial trade?—It would help to bring ships to your port if these charges were removed, and that would increase the business, of course. The cheaper you can make a place the more business you bring to it.

Q. Is that not really the trouble, and not the bonding system?—Oh, that is only a small matter. When I bring grain from the West I consider the duty.

By the Chairman :

Q. You cannot put this out of sight, that if the port charges were light the ship could carry its produce away at a low rate?—It is only natural. The cheaper you make the expenses in a port the more vessels would come to it, and the cheaper you can carry the stuff. A shipowner looks to the expenses of the port he is going to. If the port charges are light at Montreal, he will go to Montreal and load there, but if they are not light he will go elsewhere.

By Mr. McCallum :

Q. What would you recommend us to do in order to increase inter-provincial trade, in order that we might deal more with one another?—I have no recommendations to make. I think the trade is improving all the time, and that it would increase very largely if the Washington Treaty were abrogated.

By Mr. Farrow :

Q. Do you think that if we would put a duty on salt from the old country they would use our own salt in the Maritime Provinces?—It is not the same kind as they get from Portugal and Spain.

Q. We manufacture all kinds of salt, coarse and fine, and proved by chemists to be the best salt in the world?—Yes. But they are very old fashioned and they would not risk their fish. You would not get the fishermen, leaving out the masters and merchants, to take it for a long time.

Q. That was the objection at first, but that objection has been removed?—But could you afford to send it down to the Lower Provinces as cheap as they get it from Portugal and Spain?

Q. If they have coal in the East, and we have salt in the West, the ships could take cargoes both ways?—Salt pays a very low freight. They get it from Cadiz and Portugal as ballast.

By Mr. Richey :

Q. The traffic that is carried on between the Provinces, is it by rail or water?—Largely by rail.

Q. Would it be an advantage to our internal trade if we increased the facilities of our water-ways?—I think they have all the facilities they want now. You see the railways drove off the steamers. Previous to the railways, a line of steamers ran down also to the Gulf ports, and they had to stop. Directly you put them on, the railways will drive them off again. The coal steamers are increasing. The fact is that Montreal, where these steamers come to, has very little of this Lower Province

trade, and they return with ballast. Quebec supplies these Nova Scotia people very little except manufactured goods.

Q. How about flour?—Well, very little goes from Montreal.

Q. What about the general utilization of the whole water stretch, or bringing down from the West to Montreal or Quebec, and thence to the Lower Provinces, and carrying coal back to the West?—That has been talked of for a great many years, but you never see it carried out, which is a proof that not much of it is done now.

By the Chairman :

Q. How is it about the West India trade?—That is a large trade.

Q. And the possibilities of increasing it. Is that done mostly by water, or over the Intercolonial Railway to Halifax?—That comes up the river in summer, and by rail in winter. Of course by water the freight is much cheaper for bulky articles.

Q. How is it that it costs as much to put a bag of flour from the west to Halifax and St. John, as it does to take it to England?—Well, for the very same reason that a barrel of flour can be brought from Chicago to Montreal about as cheap as from Toronto to Montreal. I shipped over one hundred thousand barrels last year, and I imported molasses, fish and oil, and I had a large local business in flour—perhaps two hundred thousand barrels.

Q. Can you recommend any way by which the freights could be lowered from the west to Halifax, or the Lower Provinces?—The first thing that would lower it would be competition. I do not see any way of improving it except by competition.

Q. And how are we to create that competition?—Well, by our railways—the Canadian Pacific Railway and the Grand Trunk.

Q. Is there no waterway that could be utilized?—I believe that the steamers have not much chance against the railways; the railways everywhere run off the steamers. Of course there is an immense amount of flour brought down by water from certain places, because it is very much cheaper during the summer to carry it by steam, that is where they have no competing railways.

By Mr. Richey :

Q. But are there not great delays by railways in the transportation of flour?—Yes, especially during the winter, which can hardly be avoided, owing to the tracks getting out of order.

Q. Does it prevail to any extent in summer?—It is carried through pretty promptly in summer, I think, when they can work the railways so much better. The competition also does something in this direction. One of the drawbacks to the trade of Montreal in grain, is the length of time it takes to bring stuff from the west to Montreal. In two or three weeks, the prices change half-a-dozen times, whereas New York is a depôt for stuff. You can buy stuff there on the spot, and ship it immediately. That is why Montreal is a bad place to do business in.

By the Chairman :

Q. As far as your memory goes, have the railways destroyed the efficacy of the inland water carriage in the States?—It has not, because they have taken off the tolls.

Q. The conveyance by water is competing with the railways?—Oh certainly. The West India trade is developing very largely.

Q. How many steamers were engaged last season in carrying coals from the Lower Provinces up?—I suppose about twenty-five.

Q. Carrying from fifteen hundred to twenty-five hundred tons?—Yes, and there will be more this year. The trade is very satisfactory between the Provinces.

Committee then adjourned.

OTTAWA, 17th March, 1883.

The Committee met this morning. Mr. PAINT in the chair.

JAMES A. CHIPMAN, Esq., flour and commission merchant, of Halifax, N. S., was examined.

To the Committee :

From the absence of statistics, giving records of inter-provincial trade, it will be impossible for me to give anything more than a detailed statement, possibly covering the general question, and what that trade grows out of and the best possible means of developing it.

By Mr. McCallum :

Q. You mean to increase and improve it?—Yes. Of course it may not be directly bearing upon the subject, but it might be as well to refer to the early condition of the Provinces at the time they were united, and to show how the people of the Maritime Provinces were associated with the people of the Eastern United States, in their sympathies and in their trade, and how, by the abrogation of the Reciprocity Treaty of the United States and the Union of the Maritime Provinces, and through the better and improved methods of interchange of traffic and of interchange of the social system, the trade was, by degrees, weaned from the United States, and the people were brought to closer and more extended relations with each other. At the inception of the Union, our means of communication between the Maritime Provinces and the Western Provinces, Ontario more particularly, and I may say Quebec as well, were of the rudest and most primitive character, and the means of getting commodities between the East and the West was so expensive as to almost prohibit trade. Moreover, as I said before, the sympathies of the people of the Maritime Provinces and the trade as well, was entirely, or almost entirely, with the people of the Eastern New England States, and there was a strong prejudice against the trade and social intercourse with the people of Western Canada.

By Mr. Farrow :

Q. This was at the time of Confederation, and had existed up to that time?—Yes, and subsequent to it. The abrogation of the Reciprocity Treaty, the formation of the Union and the construction of the Intercolonial Railway, affording better facilities for the interchange of social and material relations, brought about a changed condition of trade, and the people of the Maritime Provinces began at once to look to Western Canada as the chief source of supply in breadstuffs and provisions, and in many articles of manufactured goods. The introduction of the present fiscal policy naturally brought the trade relations of the Eastern and Western Provinces into still closer communication, and the development of trade during the last five years has shown a marked progress and introduced fresh features and new commodities—commodities that at one time it was presumed could never be exchanged in the trade between the Provinces. This marked increase gives us encouragement to hope for a still greatly enlarged trade, if the best possible means are used for the development of it. I may say that already we are taking from Western Ontario, principally in food supply alone, in the neighborhood of 2,500,000 barrels of flour annually.

By the Chairman :

Q. What Provinces are taking that?—The Maritime Provinces—Nova Scotia, New Brunswick and Prince Edward Island.

Q. Not including Newfoundland?—I have not estimated Newfoundland in this.

By Mr. Burpee :

Q. You mean to say that the Maritime Provinces—Nova Scotia, New Brunswick and Prince Edward Island—import nearly or about 2,500,000 barrels of flour from Ontario?—I mean breadstuffs, flour, meal and the animal food supply, etc., and it may be that I should include all east of Chaudiere Junction, and also Newfoundland as well.

By the Chairman :

Q. That would be 200,000 barrels?—No; Newfoundland does not take so much as that from us. My estimate is not far astray, including the total quantities of breadstuffs and animal food going into the Maritime Provinces east of Chaudiere Junction, from all sources of supply, including railways and water from Boston, New York and otherwise. A portion of this supply would go to Newfoundland and the coasts of Labrador, carried thence by fishermen. This 2,500,000 barrels, at the low calculation of five and a-half dollars a barrel, including freight, which is below the average price for the last five years, represents some \$13,700,000.

By Mr. Gunn :

Q. The consumption altogether I do not think is more than 500,000 barrels?—I would undertake to show you that Halifax and St. John alone receive in the neighborhood of 400,000 barrels a year. Before the duty was placed on corn, the amount of corn meal alone which we used in consumption and food represented in the neighborhood of 750,000 barrels, at least not far from that. Now, what we eat and feed in every particular is not far from what I have represented to you. Ontario is supplying us now with mill food and coarse food, in place of corn meal, to a considerable extent.

By Mr. Burpee :

Q. You mean to say that the consumption in Nova Scotia is 300,000 barrels a year?—Yes, I do. We brought into Halifax in the neighborhood of 200,000 barrels, and the Halifax trade is a very narrow one. We do not have the western shore trade; that goes directly to Boston to a great extent. The people of the western shore send their fish and the products of their fish to Boston, and besides their sympathies are with Boston, but by degrees we are weaning them back. I have here (and what errors there are in these figures is against us and not in our favor, because where goods are not entered for duty, there is a possibility of the statistics not getting all the records) some statistics, taken from the Custom House and Intercolonial Railway books at Halifax. In 1881 Halifax alone brought in by rail 133,675 barrels, and by water 43,675 barrels or about 176,000 barrels altogether and in 1882 we brought in by rail 142,266 barrels, and by water 62,279 barrels, or over 200,000 barrels. Our food supply of meal stuffs and coarse grains and other things of a like nature would swell this up to nearly 300,000 barrels for Halifax.

By Mr. Laurier :

Q. Have you the statistics for coarse grains?—No, I have not; but I have what my own trade is and some others. In flour I handled sixty or seventy thousand barrels alone. That is in the Maritime Provinces. The compiler of these statistics told me that his information showed that St. John brought in about as much more. Now then, I have some knowledge of the trade of Prince Edward Island, and of the internal trade through the Province, and of the western shore trade, and I believe that, taking the aggregate from all sources of food supply for man and beast, my estimate is not very extravagant.

By Mr. Farrow :

Q. Have you an establishment yourself in Prince Edward Island?—Yes.

By the Chairman :

Q. Do you include the Ontario flour that is bonded in Boston. We get a great deal in that way, which comes down in the colliers' vessels from Boston?—Yes. The whole western trade, or almost the entire western trade, is controlled to a great extent by Boston houses; that is, they get the flour by way of Suspension Bridge, or have hitherto. Possibly since the amalgamation of the Great Western and Grand Trunk Railways, this will not be done so much.

Q. By degrees we are weaning that off in different ways?—Speaking of consumption you must bear in mind that our fish population, and in fact, the whole population of the Lower Provinces will consume more per head than your western population in breadstuffs, because the fishermen live very largely on bread.

The Chairman—I have known myself the calculation to be made at two barrels for each person in the family. In Newfoundland they have no vegetables.

By Mr. McCallum :

Q. How are the farmers of Ontario going to supply all these people with food?—Between what we consume there, and what our fishing vessels take out along the coast of Newfoundland and Labrador, and one way and another, I am not very far from the estimate in food supply and food for animals.

By Mr. Laurier :

Q. This includes both the Maritime and inter-provincial trade, and from the United States as well?—Yes. This includes all our food supply. Of course the principal industries of the Maritime Provinces, which might be used to the development of inter-provincial trade, grow out of our fisheries and the products thereof, the extension of which would only seem to be limited by the possibilities of an extended market. Besides this, we have our coal mines to any extent—iron ore and the products of iron—the possibilities of which are only limited by the question of cheap labor, which can be reached only through a cheap food supply.

By Mr. Gunn :

Q. Do you know the value of the manufactured iron?—The Londonderry Iron Works, I think, employ something like one thousand men. I cannot undertake to say what the product of that is. I can simply say that those who are engaged in it state emphatically that if the question of cheap labor could be solved in Nova Scotia as it is in the Old Country, if the cost of living was not so great as it is, the possibilities of our iron manufactories would be equal to those of any country in the world.

By Mr. McCallum :

Q. That is, you have plenty of raw material?—Yes; plenty of raw material. We simply want cheap labor. There are several deposits of iron that have not been touched at all, and we want cheap labor to touch them. Besides these we have the West India produce, and the refined sugars growing out of it, which is a considerable trade, and the extension of which can be greatly increased.

By Mr. Burpee :

Q. Has the export and import trade between Nova Scotia and the West Indies increased much?—The chief difficulties lie in the way of the proper interchange of these commodities, as being natural to the inter-provincial trade from the Maritime Provinces in exchange for the food supply and manufactured goods of the Western Provinces, the chief difficulty lying in the way of expensive freights. It has hitherto frequently cost more to lay down a bag of flour from Toronto to Halifax than it would have cost to take the same parcel from Chicago to Liverpool, Great Britain. My impression is, Sir, that during the last few years both the export and import trade have increased, I know the import trade has increased very largely, and I think the export trade has also increased.

Q. I do not think the exports have increased at all during the last eight years?—The exports in fish, I think, have, which represent now about four millions.

By the Chairman :

Q. What is the whole traffic over the Intercolonial Railway and from the Upper Provinces to the Lower Provinces, and back and forth, in bulk?—I can only make an estimate upon that. If I include everything, I should estimate the total trade over the Intercolonial Railway to be fully equal to the capacity of three million barrels in every department.

By Mr. Burpee :

Q. How much would it average per barrel?—I am speaking of the whole trade over the Intercolonial Railway both ways, including the European trade—three million barrels in capacity.

Q. What do you think would be the average of that per barrel freight?—I scarcely know what they carry their English goods at. I do not know what the tariff is. I know the cost of flour from a given point to a given point, but this freight would be dropped all along the line, at Chaudière Junction, perhaps. I would not undertake to estimate the proportion of the rate growing out of that traffic between the Grand Trunk and the Intercolonial Railway. I may say that I regard the freight question—the possible reduction of freight between the Western Provinces and the

Eastern Provinces—as of paramount importance to the true development of inter-provincial trade, and the proper exchange of the commodities which are natural to the several Provinces, east and west, and out of which we must anticipate the building up of our internal trade.

By the Chairman :

Q. Have we any wheat in Canada that is suitable to make the flour that the West India Islands take?—My impression is that from the flour which is being manufactured at Ogilvie's mills at Winnipeg, we have just the wheat that will manufacture the flour that is sold in the West India market. I think our North-West wheat will make just the article of flour that our West India trade requires.

By Mr. McCallum :

Q. Is there anything that you can recommend to decrease the freight?—I look upon the water-ways of the St. Lawrence, and the lakes connected with it, as being the natural channel for the development of this inter-provincial trade during the navigable season of the year, and I regard it as essential to the development of any trade that a wholesome competition in freights should by some means be secured ; that is, by any legitimate means.

By Mr. Gunn :

Q. Could freight be reduced much lower by rail?—Competition in freights has placed flour in sack (two hundred pounds) from Chicago to Liverpool at thirty cents a sack, while it cost from the very same point west to Halifax, eighty-five or ninety cents ; in other words, we could have brought at that time flour or meal from Chicago to Halifax by way of Montreal and Liverpool, Great Britain, cheaper than we could have brought it from Chicago to Halifax direct by the Grand Trunk Railway. This is owing to the competition of all through freight west, issuing at Boston, New York, Philadelphia, Baltimore, Portland and Montreal, during the summer of 1881, when the competition was so severe.

By Mr. Burpee :

Q. Have you anything in your mind by which you can suggest any better way of developing our inter-provincial trade? Have you any suggestion to make about the water route?—So far as I have enquired into the matter, I am persuaded that, without some arrangement by Parliament or Government, it would be impossible for any line of propellers engaged in the water service to exist against the action which would be brought to bear upon them by the railway service.

By Mr. McCallum :

Q. Which railway service do you mean?—I mean that, supposing a line of propellers was established to connect with the Intercolonial Railway at Point Lévis and at the Niagara District, calling at the intermediate ports, unless that line of propellers had a subsidy from the Government and a through tariff arrangement with the Intercolonial Railway, the Grand Trunk would kill off any moderate-sized company, of ordinary means, as soon as they would go into operation. So, in the present state of things the water-ways are wholly useless, as no company could be formed to work against the Grand Trunk without the aid of Parliament.

Q. What amount of subsidy would it require to try for one year?—If a tariff were arranged with the Intercolonial Railway—which, I presume, could be done—not discriminating against the propellers and in favor of the Grand Trunk, but treating the propellers as common carriers, extending to them the same privileges as to the railway system, I believe a weekly line of propellers, carrying about 5,000 barrels capacity each—say three or four propellers—could be established between Niagara District, Toronto, Hamilton, and other ports, and connect with the Intercolonial Railway at Point Lévis, for a \$25,000 or \$30,000 subsidy.

By Mr. Burpee :

Q. Have not the railways killed off the inland water-ways of the United States?—I have carefully watched the water systems of the United States, and, knowing how many lines of railways they have established there, and the great competition which has at times gone on between those lines of railway, I believe that, under all the systems of competition there, the water-ways of the United States have been

maintained against the railways, and the water-ways have been regarded as of so much importance that the Legislatures have freed the canals from tolls, and made other improvements, which afford, to my mind, sufficient evidence that our better water-systems of the St. Lawrence are of paramount importance to us, as the only means of defence against the pressure of our railway systems upon the country; in other words, we have no railway competitors at present, and even when the Canadian Pacific Railway is completed, as things now exist, their connections with the Lower Provinces have been cut off by the North Shore Railway having passed into the hands of the Grand Trunk Railway, and unless other connections be made from Sorel to Chaudière, we cannot have much wholesome competition in that line. But under any circumstances, I look upon the water service as being so much cheaper than railway service, that a line of steamers once established on the St. Lawrence, after a year or two, could live without any subsidy, from the natural development of trade.

By Mr. McCallum :

Q. From twenty-five to thirty thousand dollars subsidy from the Government, you say, would put on four boats. I do not think that amount is sufficient. You think that a line of four boats from Point Lévis to Niagara would materially assist to increase the trade between the Provinces?—I do.

By the Chairman :

Q. Have you made any calculations about this, that you can give us in a few words, about the freights of the steamers and the return cargoes from Quebec?—The return cargoes which are anticipated from Quebec, brought over the Intercolonial Railway, are the products of fish and oil of every description, and there is a very considerable trade already done, as far west as Montreal, in fish and in oils, and in West India goods, and coal. The proposal is that this line of propellers should run between the Niagara port districts and Point Lévis, in connection with the Intercolonial Railway, on the through tariff, distributing to all the points of the Lower Provinces the food supplies and manufactured goods of the West, and taking back coal, fish and fish oils, West India goods and refined sugars, as far West as it is possible to cultivate a market for them. It is estimated that flour could be placed between Toronto and St. John, at a rate not to exceed forty cents a barrel.

By Mr. Burpee :

Q. You recommend that one way to encourage this inter-provincial trade is to put on a line of propellers to connect with the Intercolonial Railway?—Yes.

Q. Well, the flour is carried now from Toronto to St. John at fifty-five cents a barrel and everything over two thousand barrels is allowed a ten per cent. rebate. Could you contend against that?—The charge is sixty-five cents a barrel now.

Q. But it is fifty-five cents in summer?—The tariff to St. John was fifty-five cents before the amalgamation of the Grand Trunk and Great Western Railways, but it is sixty-five cents now.

Q. Would you recommend any reduction in the freight of the Intercolonial Railway?—As I understand it, the disposition of the Intercolonial Railway is to carry freight at the lowest possible rate to develop the trade, but they are controlled to a very large extent by the Grand Trunk Railway, and have to charge rates made by that corporation. The Grand Trunk makes the tariff from the West to the East.

Q. Have not the internal water-ways of the United States been killed by the railways?—I saw an article in a leading New York paper, within twelve months, by one of the best authorities on commercial matters in New York, showing the comparative growth and development of trade by the railways and canal systems of the United States, and it showed that, since the war, instead of the water-service being driven off, they had grown in relative proportions with the railways, and although they were not a strong corporation they had contended, inch by inch, for the trade, and had fought it out so bravely as to call forth the support and help of the people by legislation.

By Mr. McCallum :

Q. Do you think there would be any trouble in establishing a line of steamers if you got a subsidy from the Government? Could we have four boats a week for the

season for thirty thousand dollars?—I had, at my command, the offers of those who would put propellers on. Of course, the more the matter is considered the more difficulties seem to stand in the way, in consequence of the Grand Trunk. A subsidy of thirty-five or forty thousand dollars for four boats will assure, beyond a question of doubt, the immediate operation of the company on the opening of navigation.

Q. Of four boats?—Yes; or twenty-five thousand dollars for three boats. It would want forty thousand dollars for four boats, for we do not know immediately where to put our hands on the fourth boat.

By Mr. Burpee :

Q. What is the average freight in the summer season in vessels from Boston to small ports of Nova Scotia?—Steamers are carrying it for thirteen cents.

Q. To Halifax?—Yes.

By the Chairman :

Q. What is the lowest you have had it carried for?—Six cents a barrel. Steamers on through freight carry it regularly for thirteen cents.

By Mr. Burpee :

Q. You estimate about two million five hundred thousand barrels of flour and food supply to the Maritime Provinces?—That is the entire food supply for man and beast.

By Mr. Farrow :

Q. Did I understand you to say that this chopped stuff and mill feeds was used pretty extensively in the Maritime Provinces?—Since the duty has been put on corn meal a good deal of it has been coming into us, both the chopped, and bran, barley, etc.

By Mr. Laurier :

Q. What makes the cost of living so high in the Maritime Provinces?—The extreme rate of freight which we pay from the centres of production in the West adds greatly to the cost of the breadstuffs. It may be a matter of opinion, but I think Halifax is the dearest place in the world to live in.

Mr. Burpee—St. John excepted.

By the Chairman :

Q. But it is not so expensive to live in the country?—The fishermen are not charged such large profits by the merchants now as formerly. If you would give him an opportunity of getting his food supply at the cheapest possible rate, you will be giving him the opportunity of shipping his fish to Western Canada, because if the treaty is abrogated, we will need the Western market for our fish.

By Mr. Burpee :

Q. There is not much fish sent up now from the Maritime Provinces?—There is a large quantity of fish going to Montreal and Western Canada.

Q. But the worst market in America for our fish?—You will find a good deal of fish going across to Ontario from Boston and Gloucester, which ought to go from Nova Scotia.

By Mr. Farrow :

Q. If the people in Toronto want New Brunswick salmon, they have got to purchase it in Chicago, have they not? Or they have to make arrangements with the Chicago buyer to have it dropped at Toronto, the Chicago buyer controlling the salmon market?—I would scarcely think so.

By Mr. Burpee :

Q. You recommend, I understand, as an encouragement to the inter-provincial trade, the establishment of a line of steamers from Niagara to Point Lévis, to connect with the Intercolonial Railway?—I believe it would be a great auxiliary to that trade.

Q. But you do not recommend any reduction in the Intercolonial Railway freights?—I believe that, inasmuch as the Intercolonial Railway was built more with a view to military than commercial purposes, it should be run as though it were two hundred and fifty miles shorter than it actually is, and should be run in the interest of inter-provincial trade, regardless of profit as a commercial enterprise.

Mr. Farrow :—The trade has grown in flour from 1866 to 1882, as follows:—There were imported from the West from all sources, in 1866, 110,823 barrels of flour to New Brunswick and Nova Scotia. Last year there came by the Grand Trunk and Intercolonial Railway alone, 692,095 barrels, showing an increase of over 500,000 barrels. This shows that they must be eating a great deal more.

Committee then adjourned.

OTTAWA, 20th March, 1883.

The Committee met this afternoon. Mr. PAINT in the chair.

Captain THOMAS LEACH, of Toronto, was called before the Committee and examined.

To the Committee :

I was contractor with the Government of New Brunswick for the steam service on the north shore of the Province for ten years. I received information at Toronto, from which I concluded that there was an opening for a line of propellers between Quebec and Toronto, and I put in an application to the Minister of Railways for a grant or guarantee of earnings. I think it would be advantageous to the Intercolonial Railway and to the consignees to have a couple of propellers put on there. It would give the railway increased connection. This line of propellers would give a connection to the Intercolonial with the Canada Southern Railway, which it has not got now, as the Canada Southern does not work with the Grand Trunk, but ships by Boston. The flour mills on the line of the Canada Southern are now only working about one-sixth of their capacity. They pay a local rate on the Canada Southern and a through rate on the Grand Trunk, which operates against them. The Canada Southern runs from Detroit River to Niagara.

By Mr. Richey :

Q. This trade now goes by the United States?—Yes. They ship by the United States, but they say that if they had better connections, if they could get a reduced rate from the Canada Southern to the Intercolonial, it would enable them to compete with the Grand Trunk and ship to the Lower Provinces.

Q. Have you any statistics as to that trade?—The number of barrels shipped from Quebec to the Lower Provinces last year was 656,110 barrels of flour and meal in 48 weeks. This is an immense trade, and it struck me that a couple of propellers would help it along. The Grand Trunk is doing a very large business now, more than it can manage, in fact, and there is great detention. There were seventy-five car-loads of flour lying in the yard at Toronto for nearly a month recently. There is a general complaint throughout the West by the shippers.

Q. But that goes by the United States?—No. Most of this flour went from Ontario to Point Levis.

By Mr. Laurier :

Q. In what way did it come to Point Levis?—It goes down to Montreal by propellers and is transhipped on to the Richelieu boats and the Grand Trunk. This transshipment was very expensive. Toronto last year consumed 136,522 tons of hard coal and 97,865 tons of soft coal, all from the United States. Besides this, you can add to it forty or fifty thousand tons more that the Grand Trunk brought into Toronto and entered at the Bridge, paying the duties there, and consequently the Custom House at Toronto did not have any returns of this. This coal comes from Buffalo, and is consumed by the foundries and private residents of Toronto. The cost of this coal delivered by Grand Trunk at Toronto, is as follows:—Last month they paid two dollars and fifty-six cents for it delivered at Fort Erie; it cost sixty cents to draw that to Toronto for eighty miles, and the sixty cents duty, and cost from car to yard

of ten cents, would make the total cost of delivery there three dollars and eighty-six cents net ton.

By the Chairman:

Q. But it is sold at a higher price than that, when retailed?—Yes; it is retailed at six dollars a ton. The Intercolonial could deliver coal from Lower Provinces at Toronto by propellor line just as reasonable. Supposing the Intercolonial brought it to Point Levis at one dollar a ton on return cars that go back light; the cost of transfer to steamer is ten cents and steamer's freight one dollar and fifty cents, the coal at the mines, one dollar and fifty cents; free in and out, fifteen cents; harbor dues, five cents, and the haul to the yard ten cents, the total cost would be four dollars and forty cents for gross ton, and one-eighth deducted from this, would make it three dollars and eighty-five cents, about the same as in the other case. The Pictou coal is a good coal, and clear of dirt, it lasts longer than the American coal of the same grade. They took up two or three cargoes a few years ago on "Her Majesty," but it was a small coal, and when people found it so, it injured the trade.

The Chairman.—That particular coal was from Port Hood, and was of very inferior quality; in fact it was of so poor a quality, that it was not even used in the Lower Provinces.

By Mr. Laurier:

Q. What are the rates from Pictou to Point Levis?—They are four dollars to Toronto, and this is divided between the two companies—two dollars to the Intercolonial and two dollars to the Grand Trunk.

Q. I understand you to say that it could be carried for one dollar?—We propose to carry it for one dollar. To show how low merchandize can be carried as return cargoes, I may state that we carried return cargoes as low as eighteen cents per ton last year for two hundred and thirty miles. There is no doubt but that the Pictou coal is superior to the same quality of American coal, but not better than Briar Hill coal, which could not be laid down in Toronto for less than four dollars and fifty cents a ton. The Briar Hill coal mines have, however, given out. To show you what a propellor would apparently earn both ways from Toronto to Point Levis—

By the Chairman:

Q. What is the capacity of these propellers?—Six hundred tons, or four hundred tons register. We carry three hundred tons, or three thousand barrels, with nine feet of water. The through rates from Toronto to different points on the Intercolonial are as follows:—The rate from Toronto to St. John, N. B., in the winter is 65 cents, and in the summer 60 cents. If a man ships 2,000 barrels, he gets a rebate of 10 cents a barrel. From Toronto to St. Henri, near Quebec, the rate is 60 cents; to Rivière du Loup, 65 cents; all stations from Cacouna to Moncton, 70 cents; to Chatham 70 cents, and all stations from Humphries to Amherst and Point Duchene 75 cents.

By Mr. Laurier:

Q. These are the combined rates of the Grand Trunk and Intercolonial, are they not?—Yes; and it is about the same to Halifax. The earnings of the steamer down would be as follows:—3,000 barrels at 30 cents, would be \$900; 1,500 barrels additional from Montreal, that we take on at 10 cents, would be \$150, and ten passengers \$90, making a total of \$1,140. The earnings up would be, 300 tons of coal to Toronto at \$1.50, would be \$450; 150 tons from Quebec to Montreal at \$1, would be \$150; and ten passengers up, \$90, making a grand total of \$1,690 for the round trip. It would take twelve days to make the round trip, and two boats would make a weekly line. The expense of one of the steamers would be \$120 a day, including tolls and everything. The proposal is to put on a line of propellers to connect with the Intercolonial Railway at Quebec, and at Hamilton, Toronto and Niagara, connecting with the Canada Southern, Hamilton and North-Western and Toronto, Grey and Bruce Railways, for \$1,690 freight per round trip. If we can get a guarantee that her rate will not fall below that, and if business warrants it, next year we can cut the vessels in two and lengthen them so that they would go through full canal size and carry 5,000 barrels down and 500 tons of coal up the canal.

By Mr. McCallum :

Q. What benefit is the country to receive from these lines of steamers of yours?—You are to get increased business connections in the West, and increase the volume of trade over the Intercolonial Railway.

Q. No reduction in freight at all?—Not this year, but next year we might reduce the rate with the lengthening. It costs \$25,000 to lengthen.

Q. No reduction in freight this year?—Not this year.

By Mr. Gunn :

Q. What is the profit during the whole summer season at the rates you mentioned?—\$20 a day.

Q. Does that cover the insurance?—Yes, that covers the whole expenses. For twenty-six weeks that would be nearly \$4,000 net for the season.

Q. What is the value of these steamers?—As they stand now they are worth \$20,000 each.

Q. That is about 15 per cent., including wear and tear?—Yes.

By Mr. McCallum :

Q. How many boats do you intend to put on?—Two this year, but we can get four, if required, for this rate.

Q. What subsidy would you want the Government to give you?—The trouble would be the risk. Without a guarantee we would not be safe, for the Grand Trunk might put the screws on the Intercolonial and stop us from getting freight. The Grand Trunk might say to the Intercolonial: "If you will not give us the freight we will take ours to Portland."

By Mr. Laurier :

Q. What is the nature of the application that you made to the hon. Minister of Railways?—I wrote him a letter stating that we would put two steamers on if sufficient inducements were made in the shape of a guarantee or subsidy. We want a guarantee on the earnings.

Q. What amount of guarantee do you want? \$1,690 for each trip. If we earned that it would not cost the Government anything, but if we did not then we would expect the Government to make good the difference. Or if they wished to give a subsidy, we would want \$20,000 for two boats. We might make thirty trips, if the season were particularly open.

By Mr. McCallum :

Q. I think you are too sanguine?—We show what we should earn, and unless we get that we would lose money.

Q. What draught of water do you figure at to get through the St. Lawrence Canals?—Nine feet.

Q. Will you have nine feet all through?—Oh, yes.

Q. Sometimes, I think, you might only have 8½ feet?—We would have nine feet everywhere.

Q. Do you really think it would increase inter-provincial trade to any extent if this line of boats were put on?—Whether it would increase inter-provincial trade to the amount of what you would pay us, I could not say, but it would give you greater facilities. The trade is certainly growing.

Q. What do you mean by the Grand Trunk putting on the screws?—Suppose I run a line in connection with the Intercolonial Railway, and the Grand Trunk put on the screws, and sent their freight to Portland, the Intercolonial would probably throw us overboard and take up the Grand Trunk freight.

Q. Do you think you would get a good deal over the Canada Southern by the Credit Valley Railway now?—Yes. The Canada Southern does not ship by the Grand Trunk. There is also another thing to be considered; the volume of trade in the Lower Provinces is large, and the Grand Trunk has as much as it can do. If this line were running we would have more dispatch and less delays.

Q. You would put on two boats for \$20,000?—Yes, and take the risk.

Q. And would you put on four boats for \$40,000?—Yes; I think I could arrange that.

Q. And your boats would run, how often?—They would go the round trip in twelve days, which would give a boat from Toronto every three days. If there were two boats the trips could be made weekly.

Q. Supposing the Government would give you a subsidy, would you lower the freight?—We would carry flour to Quebec at 25 cents a barrel.

Q. You could not carry it for less than that?—No; we have to pay the canal tolls.

Q. But the Government must reap some benefit if they give you a subsidy, and get back their money in the shape of low freights. Could you not carry them at a little less than that?—Under the guarantee arrangement the freights would not be lowered, but with a subsidy they would. We will say 20 cents a barrel. As soon as you will cut the rates the Grand Trunk will do the same.

By the Chairman :

Q. Could you not make the rate 15 cents a barrel?—We could not do it.

By Mr. Farrow :

Q. You think you could carry it for 20 cents?—Yes.

Q. A barrel of salt?—Yes.

Q. From Toronto to Point Levis?—Yes; connecting with the Intercolonial Railway at Point Levis, we will carry the down freight at 20 cents a barrel, and the coal at \$1.50 a ton, taking it out ourselves, to Hamilton, Toronto, or Niagara. I think the coal as return freight could be introduced in Toronto, and compete favorably with American coal.

By the Chairman :

Q. How long did you sail in the Lower Provinces?—Ten years I was master, and a contractor with the New Brunswick Government.

Q. Have you had charge of propellers on the lakes since?—Yes. We have two other boats, but we might get two boats from the Ogdensburgh Line. They are lengthened, and they might be induced to join us in the subsidy. They would be able to carry cheaper than we can, because they would go down with 5,000 barrels against our 3,000. I think that if some parties interested in the Lower Province coal mines, would start a yard in Toronto and get it introduced, all the rest of the yards would take it up freely in time.

Q. How much Nova Scotia coal has found its way to Toronto?—There was none last year. The water carriage for return freight from Oswego to Toronto, (135 miles) is 25 cents a ton, free in and free out. These vessels go down there with grain and return with coal.

By Mr. Laurier :

Q. What is the value of the coal, from the pit at Nova Scotia?—They should deliver it at the cars for \$1.50; they have delivered it to the vessels for \$2.

Q. Is that the actual price?—It used to be four years ago, but then there was a great demand upon it. At the time of the war it was \$2. If shipped largely, it would make a difference in the price. If they loaded the cars on the Intercolonial, they would not have to haul it so far. It would require to be introduced properly in Ontario, and as cheap as possible. I do not see why we should bring 150,000 tons of coal from the United States, when we have mines in the country that could be worked.

By the Chairman :

Q. What will be the depth in the canals when they are completed?—Thirteen feet when the canals are enlarged. The Welland Canal is thirteen feet now. You can bring vessels with 50,000 bushels of grain through the Welland Canal now, against 10,000 bushels formerly.

Q. Are there any vessels building, or built at any place that will carry 50,000 bushels?—There is one being built in Hamilton. We have two lengthened that will carry from 26,000 to 30,000 bushels of grain.

Committee then adjourned.

OTTAWA, 29th March, 1883.

The Committee met this afternoon. Mr. PAINT in the chair.

JOHN DOULL, Esq., dry goods merchant, of Halifax, N.S., was called before the Committee, and, when asked to give some information in regard to the matters which were being investigated by the Committee, stated that, not having received any information beforehand of what particular information the Committee desired, he was not now in a position to say much about inter-provincial trade. The Halifax Board of Trade, of which he was Chairman, had not received the letter which had been sent to them by the Chairman of the Committee, asking for information in this regard, before he left Halifax.

JOHN J. BREMNER, Esq., West India merchant, of Halifax, was next examined.

To the Committee :

The trade over the Intercolonial Railway has, of course, increased very rapidly. The articles in which my firm is interested are fish and sugar. I may say the trade in fish to Hamilton, Toronto and Montreal has very much increased ; it is only within the last few years, in fact, that these articles were taken from the Lower Provinces. They were bought from Boston, and were of a very inferior quality ; and seeing that Halifax supplies Boston, there is no reason why we should not supply the Upper Provinces direct. As to the freights to the Upper Provinces, I do not think we can complain. The rate to Hamilton, I think, is 30 cents per hundred pounds, which is not out of the way. I think the freights on sugar and fish are very reasonable, both to Toronto and Hamilton.

By Mr. McCallum :

Q. Do you not find a difference in the rate of freight in the summer and the rate in the winter ?—I do not think there has been any difference made lately. We have one grievance in Halifax, with regard to freight on sugar. They charge less freight on raw sugar than on refined sugar, which is hardly right, considering that raw sugar is frequently as valuable as the lower grades of yellow, which we send over the line. Besides, the bulk of the raw sugar brought over the line in winter is bag sugar, on which the tare is only about two per cent., whereas the tare on the refined sugar which we send over the line is about ten per cent., and therefore we (the refiners) pay upon gross weight, while they are paying upon net weight. Not having a list of all the freights at the moment, I do not remember any grievance that we have with the exception of that.

Q. You can get as cheap rates of freight at close of navigation, then, as when it is open ?—We have been very well pleased with our rates of freight from Halifax to Toronto.

By Mr. White :

Q. Is there a large and increasing market in refined sugars at Toronto and Hamilton ?—Yes, there is a large market there for refined sugars. There is another point of complaint which we have, and that is the rates to Winnipeg. We find that the through rates to Winnipeg are more than the present rates to Montreal, and from Montreal to Winnipeg.

Q. That is, it is cheaper if you divide your journey at Montreal ?—Yes ; if we got the same rates from Montreal to Winnipeg as the local merchants at Montreal do, it would be cheaper for us to send our sugars to Montreal and send them from there to Winnipeg. I hope this will soon be rectified, as through freight ought to be a great deal cheaper in all cases.

By the Chairman :

Q. Do you not ship occasionally to Chicago and the United States from the Lower Provinces ?—Yes ; we ship fish largely to Chicago.

Q. What kind of fish ?—Mackerel, herring, dry codfish, etc. It goes in free under the Washington Treaty.

Q. Are you importing flour?—No. I may say, in all fairness, that the rates we get to Chicago are about the same as if we sent it through the States. The rates are about the same by way of Montreal, as if we sent it to Boston, as far as we have investigated the matter; but then, that is the competing route.

By Mr. Richey:

Q. Is it the same both in summer and winter?—I do not know, because we do not ship much in winter.

By Mr. Gunn:

Q. Can you not ship through to Manitoba by way of Boston?—I do not know; we have not tried that.

By the Chairman:

Q. Is your trade in fish to Chicago increasing?—Yes, very largely.

Q. Have you ever heard any of the consignees complain of the delay on the way?—Yes; our trade in Chicago is almost entirely in summer, and there is not so much complaint; but they have complained.

Q. Do you import much salt from Turk's Island?—We have not imported much lately.

Q. If your vessels are returning in ballast they might call to load there?—Yes.

By Mr. Farrow:

Q. You do not use our western salt?—No; it is too fine.

Q. Have you seen any of our coarse salt?—No. I have not seen it; I have been shown the Goderich salt?

Q. You have only seen the fine salt?—I have not seen the coarse salt. The salt we require for fish is a hard crystal salt, which will remain all summer undissolved.

Q. We manufacture that?—We must get our salt at a cheap rate in order to compete with the United States.

Q. If we can make arrangements to send salt down to the Lower Provinces to compete against English salt, it will have to be sold at a very low price to compete with us. If we can get anything out of this Committee in the way of returning freights, it is quite likely, as the salt men are alive to this thing, that they will send salt down to the Lower Provinces, and the people there will have a chance to test it. It has been shown by the chemists to be the best and purest salt in the world. I may also say that as long as the world stands, no matter how much you use, we have sufficient salt to supply the demand. Our salt mines are inexhaustible. There is no lime used in the manufacture of this salt. Mr. Rightmyer, of Kincardine, writes to me that his firm have reduced the price of salt; that they have made arrangements to send their salt this year eastward so as to introduce it into the Lower Provinces, and that they are prepared to sell it at a very low figure to compete with the English salt?—There is no lime used in the manufacture of the English salt. We find the West India salt the purest we can get. I have a table of the analyses.

By Mr. Richey:

Q. Can you give us any information with reference to the coal trade?—I would imagine that the best arrangements for coal would be some means of sending it up without change. Coal is injured by transhipment.

By Mr. Laurier:

Q. You mean directly from Pictou to Hamilton?—Yes; of course it would be a great advantage if it could be shipped from Quebec.

By the Chairman:

Q. You mean that these propellers would take coal from the Intercolonial?—Yes; I have seen coal ruined because it had been transhipped several times.

By Mr. Richey:

Q. Can you give us any figures about the rate of freight?—No; I can only speak generally about the coal trade.

By Mr. McCallum:

Q. Do you think it would cheapen freight to have a line of steamers running from Point Levis to Niagara?—I am sure it would be a very good thing, and would increase the trade very much.

THOMAS E. KENNY, Esq., President of the Merchants' Bank at Halifax, N.S., was next examined.

To the Committee:

I am very glad to have an opportunity of being present at this Committee, but I cannot be bound by figures and facts, as personally I have not much knowledge of the particular trade into which this Committee is investigating. But I will tell you what I heard in regard to the fish trade between Halifax and Toronto. I happened to meet a man who is engaged in this trade, and he said he had just received a letter from a Chicago correspondent to say that he had been obliged to discontinue the fish trade from Halifax, as some of the freight had been forty days in transit from Halifax to Chicago. I am disposed to think the delay was probably west of Chaudiere Junction. The people of the Upper and Lower Provinces as yet know very little of each other. We have been only fifteen or sixteen years confederated, and it is only when a man comes to Ottawa that he realizes the great extent and value of this country and how necessary it is to encourage as much inter-provincial trade as possible. We are just as thoroughly Canadian in the Lower Provinces as the people of the Upper Provinces; at the same time, although we have that sentiment of Union, the bond of union is really the Intercolonial Railway. Without a perfect railway system we would almost fall back into our old Provincial prejudices and isolated condition. Now that we have got our Intercolonial Railway—and it seems to me that it is necessary to our natural existence as much as the streets of Ottawa are necessary to the civic existence of the city, as we must have some highway to pass from one section of the country to another—I do not think it is wise for us to endeavor to make a large revenue from it, any more than the civic authorities would seek to raise a revenue from the traffic over the streets of Ottawa. I think also that even if there was a balance against the road, it would not make a great deal of difference inasmuch as it would enable the manufacturers in the West to send the products of their mills, their flour, their cottons and their woollens to the East at a moderate rate of freight.

By the Chairman:

Q. Would you include the canals along with the railroads?—They are part of the same system. We must do all that we can to encourage this inter-provincial trade, and we should not try to make money out of the Intercolonial Railway any more than we try to make money out of our Post Office, which is also very useful to us. We should endeavor to encourage traffic from one part of the country to another. As regards the coal trade, of course we desire to cultivate this trade as much as possible during the winter months, because Halifax is now becoming a port of call for a large number of freight steamers, that load cotton for the United States south of Cape Hatteras. Halifax, you know, is almost at their door on their regular voyage to Europe, and they call there for bunker coal. We attach great importance to the distribution of our coal into the different parts of the Dominion, and that can only be done during the winter months. The agent of one of our coal mines told me some time ago that there was a great block of coal cars at Chaudiere Junction, and when this state of affairs was represented to the Grand Trunk and the Intercolonial authorities, the Intercolonial men offered to send up their own locomotives, if they would let them haul the coal over the road to Montreal and get their cars back. I got this information from very good authority. It appeared to us that the fault was with the Grand Trunk management. This happened within the last five or six weeks. It appears to me to be a most unfortunate thing to be troubled with the Grand Trunk on both the north and south shores of the St. Lawrence.

By Mr. Laurier:

Q. You seem to have had less difficulty on the Intercolonial this winter than in the West?—Yes; the difficulties on the Grand Trunk are very much greater. There would be fewer obstructions east of Chaudiere than west of it. As regards the Intercolonial Railway, perhaps the people in the West would differ with me, but without the Intercolonial we would have had no union; and now that we are united, we look

upon it as a great national highway, and we should not try to make it unduly profitable at the expense of the trade.

By Mr. McCallum :

Q. Do you not think it would be a great advantage to this country if we had another outlet from Point Levis west?—Decidedly.

By the Chairman :

Q. You have had a good many ships load at Quebec and Montreal during the last three or four years?—Not so many of late years as formerly. The competition between steam and sailing ships is now so keen that there are certain ports on this side of the Atlantic which are only suited to steamers, such as Montreal and New Orleans.

Q. On all occasions when your ships have visited the St. Lawrence I presume they have come loaded with coal?—With sugar from Brazil and coal. They make Sydney a port of call now. The Halifax sugar refiners were customers on the Intercolonial, but they make no difference between winter and summer rates.

Mr. Bremner.—The Halifax refiners have to pay 22 cents per hundred pounds in summer, while the Montreal refiners only pay 18 cents per hundred pounds in winter. In Halifax also you can get flour down by way of Boston from 15 to 20 cents per barrel cheaper than by the Intercolonial.

The Chairman.—You mean the Ontario flour.

Mr. Bremner.—Yes, 15 cents cheaper, and those parties also insure the flour for you. All this is very apt to divert the trade that should be done in Canada to the United States. The Intercolonial Railway should be so used as to try to conserve any trade we have between the different Provinces, instead of sending it to the United States.

The Chairman :

Q. In a letter which I have received from Mr. Collingwood Schrieber, he says: "The tonnage of freight passing Chaudiere Junction for the calendar year, 31st December, westward, was 133,711 tons, and eastward bound, 107,538 tons." That means 2,171,241 barrels, apart from what left the port of Montreal by sailing vessels, etc. Are you, Mr. Kenny, aware of any detention of your freight on the railways, from the time it is shipped in Ontario, when you order goods from there, until you receive it at Halifax?—I have often heard complaints from Montreal of detentions. Sometimes freight is forty days coming from Toronto West to Halifax.

Committee then adjourned.

OTTAWA, April 5th, 1883.

The Committee met this morning. Mr. PAINT in the chair.

ROBERT J. STARK, Esq., of the firm of Stark Bros., grain and flour merchants of Toronto, was called and examined.

To the Committee :

Some 18 years ago (before Confederation) Mr. Chisholm, of Toronto, endeavored to inaugurate the trade between Toronto and Halifax through a vessel called "Her Majesty," but partly through his premature decease and failure in business the project lapsed. Since Confederation, however, this trade has been shown to be a most important one. I was down in the Lower Provinces myself last summer, and spent about four months there, during which time I visited almost every town and called upon people connected with the trade, and I found great difficulty in getting at the proper parties to do business with. I found that there was a good deal of difficulty in the way of developing the trade, partly through there being only one line of railway, which is scarcely sufficient to carry the enormous traffic which is going down there. Mr. Chipman, I see, gave the Committee some very valuable statistics, which are cor-

rect in the main, with regard to the products which are being carried into the Maritime Provinces from Ontario. I can confirm his testimony, as my own firm gets a share of this trade. We have only entered on the trade, but the outlook is such that it promises to be of vast importance. If something could be done in the way of return cargoes a great impetus would be given to the trade. Of course it is a matter which is very complicated, and owing to the connection of the Intercolonial Railway with the Grand Trunk we are entirely dependent on this route for communication between the Maritime Provinces and the Western Section. It brings these two corporations into contact, and it is something which a Committee like this one is better able to adjudge upon, and do something to foster the trade without injuring the connections already alluded to. We in Toronto are from 800 to 1,300 miles from Halifax, and in the winter season—more especially this winter—we have found that the delays have been very annoying, and it has taken as long as six weeks to get our shipments through to their destination. This is one of the great obstacles to the trade, and in the summer it frequently takes 13 days, and sometimes it is done in 10 days. The proper time for taking a letter is four days, so that there is an opportunity for great improvement. There are many difficulties which we cannot expect to remedy at this time. When Mr. Chipman was in Toronto I had some conversation with him in reference to this matter, and we talked over what would be best to foster this trade. He suggested a line of propellers from Niagara or Toronto to Quebec, and if it could be worked in harmony with the present railway interests, I think it would do good to the trade. We in Western Ontario use very little of the products of the Lower Provinces; we use fish to a very large extent, but we use very little of the coal, which does not come past Kingston at the farthest. I had an opportunity the other day which afforded me an insight into what might be done in this direction. One of the largest coal dealers in Toronto, the Messrs. Nairn, said that when they received coal from the Lower Provinces about five years ago, it was taken from the top seams, and was consequently of a very poor quality, but since that time they have been working on the lower levels, and they have been able to get coal fully as good as any Pennsylvania coal, and can successfully compete against it. In Ontario we have from 1,400 to 1,600 flour mills, and the turn out is from 50 to 300 barrels per day, the average probably being about 75 barrels a day. A good deal of this might go to the Lower Provinces, as the quantity required at home is very easily supplied, and the bulk of it has been going to Great Britain. We are only commencing this trade with the Lower Provinces, and I think that anything that could be done in the way of assisting this trade, would be of very great benefit to both the Upper and Lower Provinces. We are sending it through Boston to Annapolis, St. John and Halifax, or to places where vessels can find a harbor, but such points as Truro, Moncton, etc., we cannot reach, so that we are virtually dependent upon the one line for the trade in these places. There have been some efforts made in Toronto to stimulate a line of propellers, but, so far, matters have taken no definite shape to allow of its being successfully inaugurated. We have in Ontario a good many who are interested in propellers, and they are all inclined to go into the trade, but they would require to have some measure of support given to them.

By Mr. Richey:

Q. Have you made any calculation as to the freight coal would bear in order to place it in Toronto?—I have not. My coming here is quite impromptu, and I had no opportunity of getting any statistics to lay before this meeting.

By Mr. McCallum:

Q. What effect would this line of propellers have upon freight? Would it give us cheaper freights?—It is quite as much to relieve the traffic as to cheapen freight. We do not get a bad freight from Toronto to Halifax, which is 70 cents per barrel. The rate from Toronto to Quebec is 55 cents, which would leave 15 cents for the freight from Quebec to Halifax. The rate from Quebec to St. John, N.B., is 10 cents, or 65 cents from Toronto to St. John. These freights are not arbitrary, and if anything could be done to ease the traffic it would be a step in the right direction.

Q. You do not think it would cheapen freight, then?—I think that is a matter of competition and will cure itself. We have an outlet *via* Boston, independent of the all-rail route, and from such points as Highgate, St. Thomas and Ridgetown, etc., on the Canada Southern. We can get a rate of 45 cents to Boston; from Boston to Halifax 13 cents, and wharfage dues at Halifax 2 cents, making a total of 60 cents from Ridgetown to Halifax, as compared with 90 cents if it were sent by way of Toronto, the rate from Ridgetown to Toronto being 20 cents.

By Mr. White:

Q. Could the traffic at this point go by the Credit Valley Railway to Toronto, and thence by propellor to Point Levis, any cheaper?—Decidedly. We could take it by the Credit Valley from St. Thomas to Toronto and we could tap a great many points on the Canada Southern.

By Mr. McCallum:

Q. Do you send any freight to Portland by the Grand Trunk Railway?—We do not. There are no steamers running out of Portland, but from Boston there are a number of lines, such as Hathaway, Nickerson, etc., both ways. The difference between sailing and steam vessels is about 5 cents per barrel to New Brunswick and Annapolis. On the Credit Valley Railway you can touch Belmont, Ingersoll, Woodstock, Galr, Drumbo, Ayr and Streetsville.

By Mr. White:

Q. When the Ontario and Quebec Railway is completed to connect with the Credit Valley Railway on the one side, and the Great Eastern Railway is completed to Point Levis on the other side, you will have a competing line straight to the terminus of the Intercolonial Railway. Will that cheapen freight?—Of course, if that line is completed we will have cheaper rates.

By Mr. McCallum:

Q. Do you not think that if we had a line of steamers from Niagara to Point Levis or Quebec, it would induce more freight to go by the St. Lawrence than heretofore?—It would most certainly do so. We would cut the trade by Boston off completely. It is merely a question of cheapness—simply a matter of dollars and cents. We take the cheapest route. A line of steamers would, I think, make the rate from Toronto to Quebec 25 cents. There are also numerous points between Chaudiere and Moncton which I have not mentioned, and which would all partake of these benefits.

Q. Then this line of steamers from Toronto to Quebec would have the effect of cheapening freight?—Of course it could have no other effect, and then it would ease the traffic besides. You have no idea of the annoyances we are subject to. We have exceptionally great difficulties in keeping this trade alive. Recently there were 136 cars of freight in one yard awaiting transfer. The Grand Trunk is not at fault, because all its rolling stock was employed to its fullest extent.

Q. A double track would help them out of that difficulty to a great extent, would it not?—Yes.

By Mr. Laurier:

Q. Do I understand you to say that this line of propellers would take flour from Niagara to Toronto at 25 cents per barrel, at a profit?—Yes; flour is carried from Toronto to Montreal for 15 cents per barrel and it pays well. I think the non-appearance of propellers is owing to the great depression prevailing for some years in lake property in the West.

Q. What is the cause of that?—It has been universal, and it has no doubt been brought about by railway competition and the extension of new lines, reducing the price very much. Of course in placing the rate of freight at 25 cents, it is only an approximate estimate. I think it would pay.

By Mr. White:

Q. But the transportation companies paid no dividend last year?—The transportation companies have been very depressed. The trade between Ontario and the Lower Provinces is, however, just now being entered upon, and promises to develop considerably.

Q. In a few years you will have a short cut to St. John by what is called Pope's Road, which will make the distance to St. John 350 miles shorter?—What is overlooked in the scheme is the trade to be fostered from the Lower Provinces to Ontario. Most of the trade is from Ontario to the Lower Provinces. It is the return freights that we want. Fish is one of the staples of the Lower Provinces, and lately a new industry has been found in smelts from Miramichi River, and this is only one of a great many that might be developed. I think there are hundreds of other articles that could be sent up, but coal seems to me the main product which in the future must be a material factor. If coal can be shipped to Kingston it can also be brought to Toronto and further West.

The Committee then adjourned.

OTTAWA, April 6th, 1882.

The Committee met this afternoon. Mr. PAINT in the chair.

ROBERT J. STARK, Esq., of the firm of Stark Bros., grain and flour merchants, Toronto, appeared before the Committee and read the following letter which he had addressed to the Chairman:—

April 5th, 1883.

DEAR SIR,—In reading over my evidence with the stenographer, I had an opportunity of more calmly considering the various points touched upon this morning. In the rapid interchange of questions I omitted to mention one of the greatest boons conferred upon us in the West by the National Policy. Before this policy was introduced and acted upon we were really only struggling to secure the vast trade with the Maritime Provinces now in our possession, our greatest and most persistent competitors were the millers and business men located in Indiana, Illinois, Wisconsin, and Minnesota (otherwise the Western States), and being situated practically in the very wheat fields of this continent, they joined hands with the Trunk lines passing freight to the East, and snatched from us the only markets at our command. What were we to do? Under Free Trade or unlimited opportunity to traffic in our markets, they simply put us to defiance, and this through a shrewd conjunction of interests over which we could exercise no control. Their corporations would name rates for transportation to our doors in the Lower Provinces 50 per cent. to 75 per cent. lower than we could secure. In Chicago, Indianapolis, St. Louis and Minneapolis, the flour centres of the West and South, traders would be given rates of 35 cents to 50 cents per barrel through to Halifax, St. John, &c., and from points in Ontario, we continued to struggle with 75 cents to 80 cents per barrel. There was only one course open, and that was to reach in some manner the corporations which quoted such rates and were steadily depriving us of our natural markets. This was happily effected through the policy before named, and the milling industry took at once a new start. We truly could not dictate or suggest upon what basis foreign railways should frame their tariffs, but when the surplus products of their patrons reached our markets we had a remedy at once final and effective, and the result is so potent that the most casual observer must admit it. Our millers in Ontario between the abrogation of the Reciprocity Treaty and the inauguration of the National Policy existed more by tenacity of purpose than any practical or beneficial outcome of their labor. Their surplus was debarred from its natural destination and forced into the British markets on consignment, the result being in many cases an abandonment of the industry to which they had committed their entire capital. To-day we have over 1,400 mills in operation in the Province of Ontario, and they all look to the Lower Provinces for their trade. This can be amply proven, and the traffic to-day passing over the Inter-colonial Railway furnishes practical evidence of what a stimulus this one industry has received. There are many other phases of this subject which might be touched upon, but I need not claim for them your valuable consideration.

If you judge this further enlargement of the subject I was asked to give testimony upon, merits its being imparted to the Committee over which you preside, I shall feel I have done something towards stimulating the inter-provincial trade of our Dominion.

I have the honor to be, Sir, your obedient servant,

ROBERT J. STARK.

H. F. PAINT, Esq.,
Chairman of Committee on Inter-Provincial Trade.

On being asked by the Chairman, if he wished to have this letter put in as a continuation of his evidence of yesterday, Mr Stark replied that he did.

Committee then adjourned.

OTTAWA, April 6th, 1883.

The Committee met this morning. Mr. PAINT in the chair.

ROBERT BRODIE, Esq., of the firm of Messrs. W. & R. Brodie, flour and provision merchants, Quebec, was called before the Committee and examined.

To the Committee :

I would hardly undertake to say much with reference to the through trade from the West, but I am more especially anxious to cultivate the local trade of Quebec. The Intercolonial Railway centres in Quebec now, and I would like to see something done to increase our trade from Quebec City. Since the completion of the Intercolonial Railway, and through rates having been established from the West, the trade that Quebec has held perpetually for a great many years, has been almost entirely taken away from it, on account of these through rates being so much lower than the two local rates—that is, the rate from Toronto to Quebec and the rate from Quebec to the Maritime Provinces—these two combined rates being so much larger than the through rate that the result has been the diminution, to a large extent, of the Quebec trade. For instance, the Grand Trunk rate from Toronto to Quebec is 55 cts. per barrel, and from Quebec to stations along the line of the Intercolonial Railway, such as Campbelltown, Bathurst or Chatham, the rate is 42 cts.

By Mr. White :

Q. Is the rate to Halifax the same as the rate to Campbellton?—Yes. These two rates combined make 97 cts., whereas the through rate from Toronto to Halifax, Campbellton, etc., is 70 cts. The rate to St. John is 5 cts. less, or 65 cts. It is almost impossible for the Quebec dealers to do anything with these through rates against them. It appears to me that they are largely discriminative. The difference in the rates should not be so great, and if the Intercolonial Railway were to take the same rate of freight—as I think they should do, being a public work—from the Quebec shipper as they receive from the Grand Trunk, they would only be doing an act of justice to the city of Quebec. The Intercolonial Railway would not get any less money by carrying flour and provisions from Quebec to these points at the same rate as they were allowed by the Grand Trunk, and they would not then be discriminating against the Quebec shippers. About this time two years ago, I found that they were carrying flour from Toronto to St. John for the same rate as from Toronto to Quebec. I drew the attention of our Board of Trade to the matter. I do not know whether they took any special action in regard to it, but I know that very shortly afterwards a difference of 10 cts. was made to St. John, and 15 cts. to Halifax, although the distance from Toronto to Quebec is not half-way to St. John. Another discrimination against the Quebec dealers is that a St. John dealer can take a car of flour from Toronto through to St. John, divide the car, and load it up into small lots

of ten, fifteen, or twenty barrels, and ship it back again to Chatham, Bathurst, and, I presume, Campbellton, for less money per barrel than the Quebec shipper can bring it to Quebec and divide it up there. This discrimination against Quebec has cut off our trade, and shut us entirely out from doing this business. It is true that we have our old-established customers, but this business, which we have done for many years, and which rightfully belongs to us, is gradually decreasing.

By the Chairman :

Q. You were far better off even before you had the Intercolonial, were you not?—Most certainly. There is no doubt about that.

By Mr. Laurier :

Q. Do you deal in all the Maritime Provinces, or chiefly in New Brunswick?—We deal in Nova Scotia, New Brunswick and Prince Edward Island. There is another grievance which we have in Quebec, and that is that we have no office of the Intercolonial Railway in Quebec—only a ticket office. For instance, you can go to the Grand Trunk office and pay your freight charges and receive your goods, and they have a printed tariff which they will give you; but if we want to make a special rate, which is often the case, we cannot get that information in Quebec. We have to write to the Grand Trunk agent at Point Lévis, and, unless it is something which is included in the printed tariff, he has to write to Moncton for particulars. In the meantime the trade goes away from us. We feel the need of an office of the Intercolonial Railway in Quebec very much on this account.

By the Chairman :

Q. The same difficulty exists in Halifax. If we want to get special rates, we have to telegraph to Moncton?—We are in a worse position than Halifax. We have to communicate with Point Lévis, and the parties there then communicate with Moncton. If we send a letter to the Grand Trunk office at Quebec, it may be hours before it gets to Point Lévis, and in the meantime we lose our chance of making a sale.

By Mr. McCallum :

Q. You have got a regular ferry service across the river at Quebec, have you not?—Yes.

Q. But you have no station at Quebec?—No; nine-tenths of the freight which comes over the Intercolonial Railway is for Quebec and not for Point Lévis, but if you want any special information you have to go to Point Lévis.

By Mr. White :

Q. But now that the Grand Trunk have control of the North Shore Railway, there will be a change in this direction, will there not?—Yes; I believe there is to be a change, but we will still have to communicate with Moncton, the same as they do in Halifax. Another matter which deserves attention is with reference to the small piece of road from Chatham Junction to Chatham, a distance of six or seven miles. Almost on every line connecting with the Intercolonial, the through rates from the West to these junctions are five cents less than to other stations, but there is no reduction made for Chatham Junction, and the result is that goods coming to Chatham proper have to pay a higher rate than on other lines, on account of there being no reduction in the rate to the Junction. If these concessions are made to other railways, they should also be made to Chatham. The rate from Toronto to Chatham is 70 cts. a barrel at this moment, while the rate to St. John—a distance of two or three hundred miles further—is only 65 cts., or five cents less. Instead of making a concession of five cents a barrel, they charge an extra five cents for taking it into Chatham, which is a great injustice to the town, as it is a large centre and consumes a large quantity of provisions. With reference to the establishment of a line of propellers from Toronto to Point Lévis, I may say the Grand Trunk Railway at present cannot do all the business. We have freight now out about two months from London to Quebec, of which we cannot get any tidings, and there was also quite a large quantity out for a month before I left home. This has been the case all winter. We have now one customer in the town of Chatham, to whom we ship a good deal, and to whom we recently shipped five carloads; and this shipment has failed to reach him,

although it has been on the road somewhere for about six weeks. The whole trouble is on the Grand Trunk, the traffic being too great for one line of railway.

By Mr. Laurier :

Q. Do these delays occur only in the winter, or do they occur all the year round ?
—The delays occur mostly in the winter, and it has been worse this winter than ever before. Since the amalgamation of the Grand Trunk and Great Western Railways, they have been forcing more trade over the eastern end, and they have too much to do. A line of propellers, would of course, relieve that in the summer.

By Mr. White :

Q. How is it in summer ? Do you find any difficulty in summer in the matter of dispatch ?—Not as a rule. The freight goes through pretty regularly.

By Mr. Laurier :

Q. You have no delays, then, to complain of in the summer, but only in winter ?
—Not as a rule. There are always delays every winter, but this winter has been exceptionally bad. We have never experienced anything like it before.

Q. Do you think this is due to over-trading on the Grand Trunk ?—Yes ; they have more than they can do. It is just possible also, that the Grand Trunk has been giving a preference to through freight to Portland or Boston, which has to be at these ports in time for certain vessels, and then bring our goods along when they have time.

By Mr. White :

Q. What are the rates of freight in the summer time ?—The rate last summer from Toronto to Quebec was 35 cents a barrel, instead of 55 cents as at present. Now that the Grand Trunk have control of the Great Western, which will take away competition to a greater extent, we may not get as low freights this season. Of course we cannot tell ; they are now working the North Shore Railway, and they may see the necessity of giving us cheap rates.

By Mr. Richey :

Q. If a line of propellers were run in summer, do you think it would aid you any in winter ?—It would help to relieve the traffic.

Q. What result do you anticipate from the increased facilities in winter ?—I do not myself advocate a line of propellers. If the Grand Trunk Railway were to get a double track, they would be quite competent to do the work.

By the Chairman :

Q. You would have as many lines of propellers as possible if they had no subsidy ?
—Just so. I would not like to advocate the subsidizing of a line in opposition to the established lines.

Q. Would it not help in forwarding freight from the west ?—Yes ; but that does not affect the Intercolonial Railway in any way.

Q. But we find it crowds at Quebec, as coal which is brought up in cars, sometimes remains there for some time ?—As I understand it, they have always plenty of cars going back empty.

Q. We have had it reported here, that the Intercolonial Railway has offered to send its own engines to carry its coal cars West ?—That is simply a matter of engine power.

Q. But the Grand Trunk was so much engaged, that they could not attend to it ?
—I have no knowledge of it.

By Mr. McCallum :

Q. Do I understand you to say that, if the Grand Trunk Railway is able to do the work as it is, you would not recommend the subsidizing of a line of steamers from Toronto to Point Lévis ?—I would not make such a recommendation. There is already a line of steamers, but they do not pay much attention to the freight.

Q. Who owns the Richelieu and Ontario Navigation Company ?—It has been a long time in existence. Mr. Senecal is the President.

Q. Are there not rumours this winter that the Grand Trunk Railway holds a majority of the stock ?—There is no doubt that the line of steamers and the two railways are going to work in union.

Q. Do you think that, in the interest of the public and cheap freight, they should all work together?—It is certainly detrimental to the public interest for them to work together.

By Mr. White :

Q. Have you not competition by way of Boston?—Yes; that is, by way of the Suspension Bridge.

Q. And, at Quebec, your competition will be by the Quebec Central?—I do not know to what extent there will be competition in that way. I think the Grand Trunk will likely get hold of the Quebec Central.

By the Chairman :

Q. But all the freight going by way of the Suspension Bridge does not add to the volume of trade to Quebec?—Oh, no. The shippers by that route have only a short distance to run to Boston or New York by rail, and then they can get cheaper water freights to St. John, Halifax, the Gut of Canso and Charlottetown.

By Mr. White :

Q. Is not the road from Chatham Junction to the town of Chatham part of the Intercolonial?—Oh, no, that is a private road. Chatham is a pretty large town and consumes a large quantity of goods. It would not benefit the railway to make the five cents reduction, but it would benefit the town.

Q. You want the Intercolonial to pay this five cents to the Chatham road for their freight?—Yes. There is no other way to get goods there. We used to have sailing vessels plying between Quebec and Chatham in summer, but the Intercolonial Railway has worked the trade so that these vessels will knock off altogether.

By the Chairman :

Q. We were thinking that the Intercolonial Railway would take coal from the Intercolonial Railway at Point Levis for the West, and that they would perhaps bring flour from Ontario to Quebec for twenty cents per barrel. Would that not be an advantage to your customers in the Lower Provinces?—The Pictou mines will not be able to get out as much coal as they have contracted for during the coming season.

Q. They cannot get the cars?—I am speaking of the next summer's trade. The Cape Breton mines, of course, have no connection with the Intercolonial, so that their coal cannot go West, on the Intercolonial, without transshipment.

Q. It might be discharged from the ships into these propellers that would go West?—It would have to go by water.

Q. A good deal of coal comes up from Sydney in ships?—Yes; we are cut off from the Intercolonial, and have to ship our coal by water.

Q. Is it possible, do you think, to ship salt from the West down to the Lower Provinces?—I do not think so. Ship loads of salt come into Quebec as ballast at a cheap rate, and people will bring the salt from where they can get it cheapest.

By Mr. McCallum :

Q. Do you think, if we had a line of steamers from Niagara to Point Levis, that it would cheapen freight to the Lower Provinces?—I have no doubt it would.

Q. Do you not think it would be desirable in the interests of the country to have a line of steamers there?—Yes, I would like to have a line of steamers running. I think it would benefit us very materially as regards cheapening freight.

Committee then adjourned.

“HALIFAX, N.S., 4th April, 1883.

“I suggest that the tolls at present charged on the canals be abolished, so that Western trade may centre at Montreal, and from thence be exported to Britain and other European countries, during the summer seasons, instead of its greatest volume, as at present, being shipped from the American ports. And in the interests of St. John and Halifax, and other maritime ports, I would strongly advise that the-

Government should purchase the Grand Trunk section of railway from Chaudière to Richmond Junction, and from there to build a rail-track to Montreal, or should the Grand Trunk Company not be disposed to sell that section of their road on favorable terms, I would then recommend that the Administration build a track of its own from Chaudière to the city of Montreal.

"The carrying out of these propositions would result in having Western trade centre at Montreal, and in giving that port control of the export shipping trade for Western Canada during the summer seasons, and the maritime ports would without peradventure have control of this trade during the winter seasons.

"If the Government owned and worked this railway from Chaudière to Montreal, in addition to the present Intercolonial, they then could carry grain and dead weight goods and other produce of the West (without making a loss) from Montreal to Halifax and St. John, measured by the sum of the present through rate charged on goods over the Intercolonial, at the following figures:—

Montreal to St. John, 746 miles of railway, grain, estimated cost per quarter.....	\$0.33
Montreal to St. John, 746 miles of railway, dead-weight goods, cost per ton of 2,000 lbs.....	1.37½
Montreal to Halifax, 844 miles of railway, grain, estimated cost per quarter.....	0.37¼
Montreal to Halifax, 844 miles of railway, dead-weight goods, cost per ton of 2,000 lbs.....	1.56¼

"The foregoing estimated cost of rail-carriage on goods from Montreal to Halifax and St. John, which could be made provided the Government worked the entire road, is based on the present charge of thirty cents per quarter on grain over the Intercolonial, from Chaudière to Halifax.

"When it is considered that the Grand Trunk Company charge forty-five per cent. of all through rates on grain and dead-weight goods from Toronto to Portland, a distance of 630 miles, the cost of which on a two-dollar through rate would make a charge of ninety cents., and on a three-dollar rate it would amount to one dollar and thirty-five cents, (\$1.35) per quarter, and when these latter figures are compared with the sum of cost as shown in the above statement from Montreal to St. John, 746 miles, and to Halifax 844 miles, the force of the suggestion that the Government build and own and manage the road to Montreal, which would be in the interest of the country, can readily be seen and understood.

"In the interest of inter-provincial trade, and of all Canada, I would advise, and I believe the people of the country would coincide with these views, that the Government take over and work all the Provincial railways. I believe to do this, and reduce the rates on freight and on passenger traffic, would in a short time be found to be a true, sound and economic policy to pursue towards the advancement of the country.

"The fact of the Government owning these roads, and reducing the cost of freight to and from all points over their through lines, it would result, within a year after the scheme was inaugurated, in doubling the present volume of freight traffic between the Provinces, thereby benefitting the people and adding wealth to the Dominion, without causing the Administration the losing of any money, which can be abundantly proved and borne out by facts taken from similar policies pursued by other countries with a view of increasing internal traffic.

"As a precedent for reducing the rates on freight over the lines of all our railways, I beg leave to cite the policy of Belgium in respect to its railways, and as that country was the first of the continental nations to avail herself of the advantage of the then new locomotive agency, I may here say that political, not less than social and general considerations, urged the expediency of the establishment of railways throughout that country, and while great skill was manifested in the design of the scheme, there was energy in its execution; and thus at length the territory is overspread with a railway communication, which renders this comparatively small kingdom the highway of a large share of the communications subsisting between some of the chief countries of Europe. The system of railways at present, partly constructed,

worked by, and under the control of the State, is, for the size of the country, the most complete in the world. The total length of the state lines and concedes, in January, 1881, was 2,537 miles.

"In Belgium the constant aim of its Government has been to increase the commercial advancement of the people by steadily cheapening the cost of transportation. The statistics of the country show most conclusively the advantages of this system, and Belgium has now the cheapest and best managed railways in Europe; any profit made by operating them is considered a proof that the rates should be still further reduced.

"In 1856 they had only about 460 miles constructed, and it was found that the roads were at this time losing money. Instead, however, of raising the rates in order to increase the receipts, the Government lowered them considerably, trusting that the increased commercial activity which would be thus brought into being would bring about the desired end. So well did this policy succeed that in 1861 a still further reduction was made upon another class of goods, bringing about the next year an increase of 72 per cent. in the receipts.

"From the report of the Minister of Public Works for 1864, the following extract should be conclusive as to the beneficial effects of this policy upon the industry of that country.

"The Report says: 'In eight years, between 1856 and 1864, the charges on goods have been lowered twenty-eight per cent.; the public have sent 2,706,000 tons more goods, while they have actually saved more than four millions of dollars on the cost of carriage, and the public treasury has earned an increased net profit of one million five hundred thousand dollars (\$1,500,000).'

"Since the date of that Report, a still further reduction was made in the tariff of freight charges, with the result of increasing the amount transferred in 1865 to 6,533,000 tons from 4,479,000 tons in 1864.

"Encouraged by these results in 1865, the Government applied the same principles to the charges for passengers. A running scale of fares was introduced diminishing in proportion to the distance travelled, over twenty-two miles from one cent and two-tenths to two cents and a half a mile were retained, and about this distance over one hundred miles they decreased rapidly, so that a ticket for a distance over one hundred and fifty-five miles was as low as a cent a mile for the first class and seven-tenths of a cent for the second class. The result of this was, that the travel for distances where the fare had not been reduced did not increase, and for those where the reduction had been small, the increase was small, while for those over forty-six miles, where the reduction was considerable, the travel nearly doubled.

"The application of this action which had been found to produce such advantageous effects both upon the railway's earnings and upon the industrial activity of the country, is now the established rule for the management of the railways in Belgium.

"I have the honor to be, Sir, your obedient servant,

"JOHN A. MACKASEY."

OTTAWA, 12th April, 1883.

The Committee met this morning. Mr. PAINT in the chair.

RICHARD A. HUNT, general produce merchant, of Summerside, Prince Edward Island, was called before the Committee and examined.

To the Committee:

The principal article which we get in Prince Edward Island from the upper Provinces, independent of general merchandize, is flour, which I think is principally shipped from Toronto. The Trade Returns do not give the number of barrels of flour that are imported into the Province; it only gives the number

of barrels coming from foreign countries. For instance, on looking over the Returns, I find that 815 barrels of flour were imported from the United States last year. From the best information which people who deal in flour can get, the importation of flour from Canada proper is estimated from 60,000 to 65,000 barrels annually.

By the Chairman :

Q. Do you get any corn from the United States for the purpose of grinding?—Not much, but the amount is given in the Trade Returns.

By Mr. Richey :

Q. What is the population of Prince Edward Island?—About 110,000. They grow a good deal of wheat, though latterly they have not been growing as much as formerly.

Q. How does the flour go down to Prince Edward Island?—It goes down principally by the Intercolonial Railway; a good deal of it also goes down by the Gulf boats.

By the Chairman :

Q. How many boats run now?—Only one last season—the *Miramichi*.

Q. How many were there before the Intercolonial Railway was built?—I do not remember the exact number, but there were several.

Q. So that the Intercolonial has cut off that trade now?—Yes.

Q. Do you receive your flour now from Pictou or from Shediac?—It comes from Shediac, and what comes by boat is landed at Charlottetown and Summerside.

Q. Is there any flour landed at Summerside for Charlottetown?—There is some occasionally. The boats only run down once a week, and it goes over in the local boats. Sometimes it is carried down by rail.

Q. What freight do you pay now?—The freight averages from 70 to 75 cents per barrel. It is the same as to Halifax, Pictou and St. John.

Q. Do the steamers carry it over and deliver it at Summerside for that price?—Yes. We send very little goods to the Upper Provinces, but there might be some trade done in preserved and salted fish. We have sent potatoes up.

Q. Has the shipment of potatoes been remunerative to shippers?—I do not know. I think they have been ordered by the carload from Toronto.

By Mr. McCallum :

Q. What effect would the abrogation of the Washington Treaty have upon the fisheries?—It would affect the mackerel trade seriously. There was \$2 a barrel duty on mackerel previous to the Treaty.

By the Chairman :

Q. Would it apply to other kinds of fish?—There would be a duty on all the fish, I suppose, but it would not be as serious as the abrogation of the Reciprocity Treaty was. It would not affect dried or canned fish so much, because there is a market for them in the West Indies, England and other places.

By Mr. McCallum :

Q. Then you think it would affect the mackerel fishery very much?—I think it would. A great part of our mackerel goes to the United States.

Q. In the event of the abrogation of the Washington Treaty, would you not seek for a market in the Upper Provinces more than you do at the present time?—The experience has been that the American market is the principal one for mackerel. The Colonists do not use mackerel to the same extent as they do in the United States, although there is a market now for canned mackerel.

By the Chairman :

Q. How is the lobster trade? Do you not ship a great many lobsters?—Yes. They should find their way into the Upper Provinces, but the principal portion of our lobsters have gone to England, and some also to the United States.

By Mr. Gunn :

Q. What is the price of the lobsters?—The price for them latterly is about \$4 a case, which contains four dozen boxes.

Q. That is a very low price. Does it pay to put them up at that price?—I do not think it does.

Q. Has the lobster trade increased?—I think not; they are over-doing it. The factories are increasing, but the fish are decreasing.

Q. Would it not pay better to have a shorter season for them?—I am not very well posted with regard to the lobster business, but I know there is a general feeling of dissatisfaction among the packers about the season.

Q. Would it not pay them better to put up a less quantity and get a better price?—Yes.

Q. Are they not simply destroying the fishery and getting nothing for it?—Yes; it does not pay them, and something will have to be done. The thing is curing itself with us, because a great many are dropping out of the business. The manufacturing had increased round the shores, but they were abandoned last year.

Q. What amount of salt do you consume on the Island?—I could not say.

Q. What chance would there be for introducing salt down there from the Upper Provinces?—There is a difficulty in the way of introducing it there from the Upper Provinces. I presume they can furnish salt from England as cheap as they can from the Upper Provinces. A number of our own sailing ships come out with cargoes of salt in the spring when they cannot get anything else, while others bring it out as ballast.

Mr. Fortin :—There is some waste of salt in salting fish. Salt can be brought from Cadiz or Turk's Island cheaper than it could be brought from the Upper Provinces, for the reason that in those places it is made from the salt water that comes from the sea, and the work of preparing it is done by the sun, while the salt from the mines is about two thousand feet below the surface. If a dear salt is imposed upon the fishermen, it makes the fish a dearer article. With regard to the produce of the fisheries, the market is mostly a foreign one. There is only a limited market for our fish in Canada, as most of the fresh fish which is consumed here comes from the United States, such as fresh codfish, haddock, halibut, herrings, oysters and fresh mackerel. The consequence is that four-fifths of our fish goes to foreign countries—to the West Indies, Brazil, Spain, Portugal, Italy, etc., and protection does not benefit it like it does the trade in home manufactures, the products of which are consumed by our own people. You cannot control the Brazilian market by protection, and this market is now very bad for us, on account of the Norwegians, who foster their fisheries more than we do, and who are sending their fish there.

The Chairman :—You say, Mr. Fortin, that there is no market for our fish in Canada, but there are 100,000 barrels of herrings taken in Nova Scotia alone. Where does that go?

Mr. Fortin :—That goes to the West Indies and the United States.

Mr. Farrow :—Instead of having to go two thousand feet for the salt in our mines, we have only to go down half that distance. At that distance it is found in a rock state, and we do not know how thick that rock is. We have gone down to the extent of 90 feet, and have not yet touched bottom, so that there is an inexhaustible supply. Of course it has to go through a great many processes, and there is a good deal of work, as well as a good deal of machinery required to bring it to perfection, but if we can place any confidence in analyses, and what the best men have told us, it is the purest salt in the world. A mistaken idea has got abroad in the Lower Provinces that we do not manufacture the kind of salt used by the fishermen, but we can manufacture all kinds, from the finest table salt to salt as coarse as peas or marbles. With regard to the price, the extra cost is so trifling that it is not worth taking into consideration. The fishermen can charge a little more for their fish and let the consumer pay it. I have received a letter from a salt man who says they are going to try the experiment of sending the salt down to the Lower Provinces this summer and that they will be able to supply it at a very cheap rate. It costs \$2.50 a ton at the salt wells.

Mr. Fortin :—There are two kinds of salt—rock-salt and the salt made from salt water. We get these two kinds, and the rock-salt, which comes from Liverpool, is the strongest, and is principally used for pickling fish. The salt which comes from

Cadiz and Turk's Island is used for curing dried fish, because it does not burn the fish so much as the other. The salt which comes from the South of France is a little muddy, but it is said to be better even than the salt we get from Turk's Island, because it does not burn the fish at all. After many years of study I have come to the conclusion that we cannot have much trade between the Upper and Lower Provinces until the St. Lawrence Canals are deepened to 12 feet, and until steam barges can go from the foot of Lake Michigan and all the ports in Western Ontario through to Halifax and the Gulf ports, as the trade can be done cheaper by water than by rail. Two years ago I came through the St. Lawrence Canals to see them for myself, and I found that there was only seven feet of water in them, and the captain of the steamboat on board of which I was had to get a propeller to tug the steamer all the way through the canal, in order not to go near the shore, although the steamer did not draw quite seven feet of water.

Committee then adjourned.

OTTAWA, 16th April, 1883.

The Committee met this morning. Mr. PAINT in the chair.

His Honor Judge JAMES ARMSTRONG, of Sorel, Province of Quebec, was called before the Committee and examined.

To the Committee :

I may say first that I am president of the Great Eastern Railway, which was chartered last year. It would run from Dundee on the frontier of the United States, to connect with the Intercolonial at the Chaudière. I am, of course, interested like every one else, for it, as other people are against it, but I consider that the Intercolonial is not an independent line, and it should be by having another line to which it could trust.

By Mr. Gunn :

Q. Would your line give you a shorter cut to Chicago?—I do not know that it would be much shorter, but at all events, it would be independent.

By the Chairman :

Q. That is, it would be independent to Montreal?—To Montreal and to the frontier of the United States.

By Mr. Richey :

Q. At what point does it connect with the American system?—There is a small line it would connect with, running from Dundee, in the County of Huntingdon.

Q. How does it connect with our own system to the West?—We have good connection on south side of St. Lawrence, but it does not connect with the Ontario railways, and for that purpose we should require a second bridge. The Grand Trunk professes its willingness to allow any railway to pass over the Victoria Bridge, and it does, in fact, allow other railroads like the South Eastern which has connections all over Lower Canada, and with the Central Vermont. Objection was made last year to our road, because it was said it was going to join the American system of roads and be injurious to Canada.

By the Chairman :

Q. What freight will your road bring in?—It will bring in a lot of freight which does not now come in at all, by means of the whole American system joined to the Intercolonial, and from all points between the Intercolonial and the Far West.

By Mr. McCallum :

Q. How would you get to the Far West?—By the American system; all the Chicago trade would then be brought on the south side.

By Mr. Gunn :

Q. You could join the Grand Trunk Railway at Montreal?—There is a crossing at Longueuil, opposite Hochelaga, three miles below Montreal, for eleven months in the year, by steamer in summer and the ice railroad in winter.

To the Committee :

As to the American system, a great deal was said about it last year when we applied for a charter. I find that from Montreal, by the Grand Trunk and Great Western, the distance to the Suspension Bridge is 416 miles on Canadian soil; by our system we have 78 miles, I think, to Dundee, and by the American railways 326 miles on the Canada Southern, which makes a difference of 12 or 14 miles less than on Canadian soil.

By Mr. Richey :

Q. By what connection with other railways would this line form a competing line through the whole extent of Canadian territory? By what means would you be enabled to compete with the Grand Trunk Railway?—Well, the question, to my mind, is whether it is more advantageous for Halifax to receive its freight in eight days, with the aid of the American system, or in six weeks or a lesser time by the Grand Trunk.

To the Committee :

I do not think that a line of steamers would do much good, because it is only six months in the year, and because the Grand Trunk would get up an annual rate. If steamers were put on the Grand Trunk would say: "We will give you a rate for freight all the year round."

By the Chairman :

Q. Would it not be better if you got a lesser rate?—Yes; it would be. The fact of the steamers being put on would reduce the rate for the time being. There is no question about that.

By Mr. McCallum :

Q. You think a line of steamers would have the effect of reducing freight charges until your road is opened?—Oh, yes.

By Mr. Gunn :

Q. How long will it take you to complete your road?—Three years, at the most, if we had the funds. There are forty-five miles now built.

To the Committee :

I would represent this: that the Government, as proprietors of the Intercolonial, should do what any private corporation would do under the circumstances. I ask nothing but that, and the money voted last year, which is given to the Grand Trunk, really to help them to unite with the Intercolonial, if it were given to our road as a subsidy, it would make the Intercolonial an independent line.

COLIN McLENNAN, Esq., of Summerside, Prince Edward Island, was then examined.

To the Committee :

I have been engaged in Summerside in trade for a great many years, and was a Member of the Legislature for some years before Confederation. I was for a short time Collector of Customs in Charlottetown. It is not so very easy to give a detailed statement of inter-provincial trade since Confederation, as there is no account taken of produce passing between the different Provinces, no entries being made except in case of ships. Any goods going from Montreal to Halifax or St. John, or any part of the Provinces, there is no account taken of them in the Custom House. I think this is a mistake; there should be a return of it made, and then Members of the House of Commons could see at any time the amount of the trade between the different Provinces. It could be very easily done.

By Mr. McCallum :

Q. Has trade increased largely in your Province since Confederation?—Very much, indeed.

Q. Is there any way you could suggest by which inter-provincial trade could be increased?—I do not know there is any other way, without you subsidize a line of steamers to connect Upper Provinces with the Intercolonial. It would reduce rates.

Q. Do you think cheaper freights would increase the trade a great deal?—Certainly.

By the Chairman :

Q. What are the present ways of conveyance you possess?—The Intercolonial and a steamer from Montreal, the *Miramichie*, which runs fortnightly.

Q. At what percentage since Confederation has inter-provincial trade increased?—I think it has more than doubled from Montreal to the Island. Large quantities of goods which we used to import from the United States come now from the Provinces of Ontario and Quebec.

By Mr. McCallum :

Q. When you speak of Confederation do you mean 1867 or when the Island came in?—I speak more particularly from 1873 at the time we entered.

By Mr. Burpee :

Q. You have a line of steamers running from the Island to Boston. What do they bring back?—There are two large boats of twelve hundred tons each running regularly every week with passengers and freight, in fact, whatever they can get.

Q. Do they bring much freight back?—I do not think it. They have a great deal more going, consisting of potatoes, oats, hay, eggs, sheep skins, and other articles. They cannot carry anything from Halifax as they cannot break bulk.

To the Committee :

Nearly all the flour imported to the Island comes from Ontario. I have had freight for 65 cents from Toronto to Summerside.

By the Chairman :

Q. What effect would the abrogation of the Washington Treaty have?—It does not make any great difference with us. Of course if we had reciprocity with the United States our trade would be benefitted.

Q. Do you do a large business with Newfoundland from Prince Edward Island?—From the eastern parts we do.

Q. What do they ship there?—They ship produce and cattle. We have a rapidly increasing trade with the West Indies in white oats.

Q. Do you do anything in fish from the West Indies?—We do in drums.

Q. What do you complete your cargo with?—Hay and oats partly, horses and sheep on deck.

To the Committee :

I should think a line of propellers subsidized by Government would be a very good thing, and it would, in effect, lower the freight charges. That is all that is wanted between the Provinces. The inter-provincial trade is more profitable for us than our trade with Great Britain; there are more parties engaged in it, and we get quicker returns, distance being short, and there being no trouble in sending it.

By Mr. Burpee :

Q. You think another communication with the West would reduce expenses?—Yes; the steamers try to compete with the Intercolonial, and perhaps carry cheaper than it does. They have as much as they can carry, and a great number of oysters are taken from the Island in the fall of the year, sometimes as many as twelve hundred barrels at once.

Q. Where are they delivered?—At Quebec and Montreal, thence they are sent westward.

By Mr. Gunn :

Q. Was not one steamer withdrawn? Do you know the reason?—I suppose because it did not pay.

To the Committee :

There are two boats running to the Island from the mainland, and they are not large enough to carry all the freight. We did a larger trade last fall with New Brunswick and Nova Scotia than we have done for some years back, and it is fast increasing. Moncton is growing a much larger place, and taking more of our produce. St. John took more also.

Committee then adjourned.

OTTAWA, 17th April, 1883.

The Committee met this morning. Mr. PAINT in the Chair.

SILVESTER NEELON, Esq., M.P.P., merchant, miller and shipowner, of St. Catharines, was called before the Committee and examined.

To the Committee :

I have no doubt at all but that the business with the Lower Provinces has been increased since the National Policy has come into force. I have not taken means to post myself up in this respect, but that is my actual belief. If a line of boats were put on to run in connection with the Intercolonial Railway from Lake Ontario ports to Point Levis, it would, in my opinion, be the means of reducing the rates of freight, and also the means of increasing the trade between the Upper and Lower Provinces. A considerable quantity of our freight from the Lower Provinces that is destined to Canada and the United States, passes through the States by way of Portland and New York, at a very low rate of freight, lower, in fact, than it can be carried through our own country, and if that could be avoided by putting on a line of steamers from Lake Ontario ports to Point Levis, it would be a step in the right direction.

By the Chairman :

Q. How many boats would be required?—Two boats would give one boat a week, or four boats would mean two boats a week. It would, of course, be an experiment; but, at the same time, I think the Government should not hesitate in putting on two boats. No doubt, they would have to give a subsidy to induce these boats to run; but I do not think the giving of a subsidy would cost them anything in the end, from the fact of the Government owning the Intercolonial Railway, as it would increase the freight passing over the road, and the remuneration therefrom would pay the subsidy. It would also benefit the people of our own country by keeping the trade within Canada, instead of allowing it to go to the United States.

Q. It would tend to bind us more closely together?—It would, undoubtedly.

By Mr. Gunn :

Q. How much of a bonus would be required?—I should think that each boat put on should have \$10,000 for the first season of navigation.

By Mr. Farrow :

Q. Do you think it would make freight cheaper?—I think it would.

By Mr. McCallum :

Q. You think, then, if the Government were to give a subsidy to a line of steamers from Lake Ontario ports to Point Levis, they would get it back five or six times over?—I think they would get it back again from the extra quantity of freight passing over the Intercolonial Railway, and it would also, in my opinion, give general satisfaction to our people. Every person likes to get his goods through our own channels if it can be done at as cheap a rate, and if this line of steamers were put on we would then have the goods passing through our own channels, which now pass through the American channels, because they are getting a lower rate of freight by way of Boston than by the Intercolonial Railway and Grand Trunk Railway.

By Mr. Gunn :

Q. Would not the granting of this subsidy by the Government induce other forwarders also to make application for bonuses?—I do not think so. The object of the Government in granting this subsidy would be to increase the freight over their own road. It seems to me to be the most direct way of increasing the trade with the Maritime Provinces.

By Mr. Farrow :

Q. If a bonus should be given for one year, would it not have to be continued?—I do not think so. This would only be the commencement of the business, and if it proved remunerative they might not require any bonus from the Government for the second year. They would not like to take the responsibility, and run the risk at first; and it was not at all likely that any one would put on a line of boats without some consideration from the Government in the way of a bonus or a subsidy. It

seems to me that the most direct means of increasing the trade with the Lower Provinces would be the enlargement of the St. Lawrence Canals, at the earliest possible period, to a uniform size of the Welland Canal, in size of lock and depth of water, so that larger vessels could pass through them. Vessels carrying large cargoes would have a tendency to cheapen the rate of freight. They could go to the Lower Provinces, discharge their cargoes, and take on return cargoes of coal, and carry it up at a low rate of freight, say \$1 to \$1.25 per ton. They could also take fish and what other goods they could get. In this way coal could probably be laid down in Western Ontario at a less cost than the American coal, and it would consequently go largely into consumption throughout Ontario.

By the Chairman :

Q. What depth of water is there in the canals now?—Nine feet. If the canals were deepened to 12 feet, and the locks made, say, 275 feet long, the vessels could carry larger cargoes, and thus reduce the rate of freight still further.

Q. What is the largest propellor that has been built, or is being built?—The largest ones I know are, one that has been built in Hamilton, and one that is now being built for myself at St. Catharines. Mine is an iron boat, 180 feet long, with a 36-foot beam and a 16-foot hold.

Q. About how many bushels of grain will it carry?—About 50,000 bushels of grain, with 12½ feet of water.

Q. What will she steam with that cargo?—About eleven miles an hour. That vessel will carry three cargoes to one of our small propellers, and undoubtedly she will not take much more fuel and a very little larger crew.

Q. How large a crew will she require, all equipped?—All told, the crew would not exceed eighteen, if she were not fitted up for passengers.

By Mr. Farrow :

Q. What rate of freight would pay the propellor from Toronto to Point Levis and *vice versa*?—It would depend on the amount of freight both ways. If she got a good down freight she could afford to take the return cargo at a low figure, or if she got a good cargo up, she could afford to take the down cargo at a low figure. We have been carrying grain from Toronto to Montreal in these small propellers for five cents a bushel. If they came back light there was no money in these rates, and if they went back with 200 tons of merchandise at \$1.50 per ton, they could just about pay expenses.

By Mr. Gunn :

Q. What is the freight from Cleveland to Toronto, on coal?—From \$1 to \$1.30 per ton.

Q. The coal from the Maritime Provinces, then, would not be able to compete with the coal from Cleveland?—I think we could. Our coal is cheaper in the Maritime Provinces, at the mines; and if our canals were enlarged, so as to admit larger vessels, the rate of freight would be less.

By Mr. Burpee :

Q. What is the price of coal at Cleveland?—It is from \$3 to \$3.50, free on board.

Q. The lowest price at the Nova Scotia mines is \$1.50 per ton?—One thing that should be impressed upon our Government is, that the Welland Canal is used more by the American people than by our own people. The reason for this is that the great bulk of the grain passing through our canals is shipped from Chicago, Milwaukee, Toledo, Detroit, and other grain centres in the United States, and the American vessels, in some instances, naturally get the preference, as they will patronize our vessels before they will those of foreigners. The Welland Canal is also of more benefit to the Americans than it is to the Canadians, on account of grain destined to Oswego and Ogdensburg, getting carried in large American bottoms, at a lower rate than in the smaller craft. These vessels have the benefit of our trade also to Kingston, as well as to other points; whereas we cannot go to Oswego or Ogdensburg, and thus they derive more benefit from our canal than we do ourselves. Another question which deserves attention is with reference to the harbor dues, which I think

should be taken off vessel tonnage, and Montreal be made to Canada, the same as New York is to the United States, make it a free port of entry, and make all merchandise bound East and West free from all harbor dues. All goods entered into the port of New York, from Liverpool, London, Glasgow, Antwerp, etc., comes in free of harbor dues, but this is not the case in Montreal. All importers like to get their goods laid down at the cheapest possible rate. When a vessel goes to Montreal, the first charge she has to meet is to pay so much tonnage dues per day on the hull, and also harbor dues on the goods. In New York there are none of these charges, as it is a free port of entry. This has a tendency to drive the trade away from us, and in order to attract it, we have to carry it at lower rates, in order to compete with them.

By Mr. Gunn :

Q. How would it do for the Government to take off these duties?—The harbor dues at Montreal on hulls and goods should be removed. No doubt the city of Montreal has diverted the trade from the city of Quebec, by deepening the channel at quite a large expense, but the men in Montreal holding real estate to-day is increasing it at the cost of the people, and will continue to do so as long as these tolls are not removed, simply because the Harbor Commissioners of Montreal have been allowed to impose a certain tonnage tax on every ship or vessel that goes into that port, and also 8 cents a ton on all the wheat and flour which the ships take out of that port. It is, therefore, the consumers and producers who are paying this harbor debt, and the city of Montreal pays nothing, comparatively speaking.

Q. Do you not think the carriers have paid it for the last year or two?—I do not think so.

Q. Have not the vessels been working for nothing?—No doubt they have been working for next to nothing, but this has been largely caused by the scarcity of freight, and the competition between rail and water. We must not lose sight of the fact that it is highly necessary to keep our waterways in good repair, in order to keep a check on the railways, as at the closing of navigation up goes the rate of freight, and at the opening of navigation down it goes again.

Q. Still the fact remains that during the last few years the carriers have carried the grain from the West to Montreal with no profit to themselves?—Yes; I think they have.

Q. And the ocean vessels did the same?—Yes; but I think they had the best end of it. I have been engaged in the wheat and flour business for the past twenty-five years. In case an order comes out, say from Liverpool, or London, or Glasgow, for 100,000 bushels of wheat, the broker at Montreal sends it to his agent at Chicago to get it filled, while the man in Chicago, as soon as he gets this order for the 100,000 bushels of wheat, telegraphs to Montreal and New York to get the ocean rates to Liverpool. Now, invariably the rate from Montreal to Liverpool is from one to two cents higher than from New York to Liverpool, and sometimes it goes to three cents, and if the rates from Chicago to Montreal and from Chicago to New York are equal, we cannot get the carrying of it, because of the ocean rate being less from New York, and consequently we have to carry it from Chicago to Montreal at what it is less from New York to Liverpool. Some say that there has been a falling off in our trade; but I do not think that there has been, as we have kept up and perhaps increased it a little by carrying freights at a very low rate, so as to make up for the lower rate from New York to Liverpool than from Montreal to Liverpool.

Q. What was the average rate of freight from Chicago to Montreal last year?—I think it would average from 7 to 7½ cents per bushel.

Q. And the ocean freight from Montreal to Liverpool last year?—I could not state that.

Q. Was not the ocean freight last year from Montreal to Liverpool as low as one shilling and sixpence a quarter?—In New York it was carried for nothing last year, and some parties paid a bonus for the privilege of carrying it. In many instances the rate from Montreal was from one to two and a-half cents higher than from New York.

By the Chairman :

Q. Do you consider that the whole of the Dominion is contributing to Montreal by paying harbor dues?—Yes; both the producer of grain and the consumer of goods. If Montreal was made a free port of entry, and vessels admitted free from all parts of the world, it would be an inducement for them to go there, and stringent competition would reduce the rate of freight and increase the trade through our channels.

Q. But the City of Montreal wants the Government to assume their harbor debt?—In that case I think the City of Montreal should shoulder one-half the debt. New York being a free port of entry vessels go there from all the ports of the world, and there are often more vessels there than freight, whilst at Montreal there is often more freight than vessels, thus causing freight to rule high.

By Mr. Gunn :

Q. Do you think the Government ought to reduce the tolls?—Yes; undoubtedly they should. We have got to compete with our neighbors across the line.

Q. Would it do any good to knock off 50 per cent. of the tolls?—That would undoubtedly help us; but in case they take off all tolls, it may be necessary for us to even go further, as we have to compete with them for the trade, and beat them at all points. A quarter of a cent a bushel on grain would turn the trade against us.

By Mr. Burpee :

Q. You say the vessel which you are building now will hold 50,000 bushels of grain. To make inter-provincial trade more perfect, would it not be better to have the vessels run through to the Maritime Provinces instead of transshipping the cargoes?—There is this to be taken into consideration: The Government has got a railway there, and if they gave the bonus one of the objects would be to increase the traffic of the railway. There would also be this advantage in using the railway, there would be inland places where they could discharge freight as well as take it up too.

Q. But the only way to carry coal would be by water?—That is probably the best and cheapest way.

By Mr. Gunn :

Q. Would it not be better to take the grain in barges than to deepen the canals?—Vessels will go from Chicago to Kingston in five or six days, and I have seen them lying alongside the docks at Kingston three or four days to get a chance to unload. I had vessels myself which were detained three or four days, during the past year, waiting to unload; in fact, making storehouses of my vessels.

Q. But you know the reason of that?—Yes; because the Kingston people have not enterprise enough to put up elevators.

Q. But the reason that the barges are not at Kingston is because they are kept at Montreal as storehouses. There are more barges now than would carry three times the grain that went forward last year?—A good many of the people in this country lack that spirit of enterprise that they ought to have in order to make our canals attract more business than passes through them. As an instance of this, let me compare Kingston with Buffalo. In the morning 50 or 60 vessels will go into Buffalo, and on account of the large number of elevators there the cargoes are all transferred in the course of the day, and in some instances they are re-loaded and away again; in place of lying at Kingston, as they often do, for three or four days, for want of elevators or storage capacity, which should be there, I have sometimes been told that the barges would be there to-morrow, and to-morrow would come, but no barge, as it had been detained by the fog, but many days would pass without fog, and still the barge did not arrive. If they had two elevators there, holding 500,000 bushels each, these vessels could be unloaded right away, and the grain could be put into the barges when they arrived, but now the Kingston people make storehouses of our vessels.

Q. You said there was no accommodation last year. As a matter of fact there was only 6,000,000 bushels of grain unloaded altogether at Kingston last year?—If

there had been more it would have been worse. I have had vessels lying fifteen days in Kingston before unloading.

By the Chairman :

Q. What will this propellor which you are building cost?—From \$75,000 to \$80,000. She is being built with the idea of running from Montreal to Fort William.

Q. Do you think that salt could be sent from Western Ontario to the Maritime Provinces and sold profitably?—The Liverpool salt can be got at a very low rate; sometimes it is brought out as ballast, and we could not compete with it unless we got a low rate of freight. If the canals were enlarged so that large vessels could come down them it would assist greatly in getting cheap freight for salt.

Q. Could this salt not be carried in sacks?—Yes; we can get sacks that will hold 180 pounds for about one-third the price of a barrel—for about eleven cents.

By Mr. Laurier :

Q. Is there not an increasing tendency now to carry freight by rail instead of by water?—There might be an increased tendency in this direction if the railways reduced the freights to a very low figure. I know of no other reason. In many cases there is more despatch by water than by rail, and as a general rule the despatch by water is quite as good as by rail.

By Mr. McCallum :

Q. Do I understand you to say that two boats would give a boat a week, say from Point Levis to Niagara?—Yes.

Q. And to make a sure thing of it, these two boats would require a subsidy of \$10,000 each?—I think they should have that the first year anyway.

Q. Would you or do you know of anybody that would undertake it on this condition?—I would undertake it myself, and put on two first-class canal boats, and take my chances.

By Mr. Gunn :

Q. Would they make from fifteen to eighteen trips each on an average during the season?—I do not think they would make more than twelve or thirteen trips. If it was an open fall a trip might possibly be made in November.

Q. That would be \$800 a trip for each boat? Would it pay you to put on your big vessel at that rate?—I would rather have a larger sum for that.

Committee then adjourned.

HALIFAX, 13th April, 1883.

Am very sorry business prevents me from appearing before Committee, as I think I could give it some information in regard to our trade. Perhaps, however, the following will suffice:—The entire importations of the Maritime Provinces, Newfoundland included, aggregate \$44,146,000. Of that amount \$22,146,154 is imported from abroad, and \$22,000,000 from Canada. Our imports from Canada have increased from \$1,200,000 in 1866 to \$22,000,000 in 1881. The calculation is made from our imports previous to Confederation, which were between \$43 and \$44 per head population. Now our exports to Canada are very small, because the canal enlargement is not completed, and by the present progress is not likely to be for years. But, if it were, we could send over 1,000,000 tons of coal into Ontario. An agitation may begin at any moment, resulting in the repeal of the coal duty, as we are not taking the Ontario market, and we never can, until the canal enlargement is completed. Of the Canadian carrying trade such is the all important feature. Once enlarged, the grain trade must flow to Montreal, our coal to the West, freights will be reduced, and Canada will supply her own demands. In 1878 the coal consumption of the Dominion was 1,400,000 tons; in 1882 it was 2,400,000 tons, and as our manufactories increase the consumption will likewise increase, and as most of our manufactories are

in Ontario it is most important that we should reach the Ontario market. We cannot do it by rail nor by water until the canal enlargement is completed. Allow me to again express the hope that the Committee in their report will urge the early completion of the enlargement of the canals.

Yours, etc.,

GEO. H. DOBSON.

REPORT.

The SPECIAL COMMITTEE appointed to consider the subject of the Unrestrained Sale of Intoxicating Liquors and the Regulation of the granting of Shop, Saloon and Tavern Licenses, beg leave to report as follows:—

Your Committee have carefully considered the matter referred to them, and have resolved to report to your Honorable House the accompanying Bill.

Your Committee heard the statements of certain Deputations who appeared before them, and submit the said statements herewith.

The whole respectfully submitted.

DALTON McCARTHY, *Chairman.*

HOUSE OF COMMONS, Ottawa, 10th May, 1883.

No. 132.]

BILL.

[1883.]

AN ACT RESPECTING THE SALE OF INTOXICATING LIQUORS, AND THE ISSUE OF LICENSES THEREFOR.

WHEREAS it is desirable to regulate the traffic in the sale of intoxicating liquors, and it is expedient that the law respecting the same should be uniform throughout the Dominion, and that provision should be made in regard thereto for the better preservation of peace and order: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as "*The Liquor License Act, 1883.*"

2. In this Act the words and expressions following shall be construed as follows:—

1. "District" means a License District.
2. "Electors" means those who are entitled to vote at an election for a member of the House of Commons.
3. "Inspector" means an Inspector of licensed premises, and includes every person having the authority of such Inspector; and "Board" means the Board of License Commissioners.
4. "Justice" or "Justices" means Justice of the Peace, or Justices of the Peace, as the case may be.
5. "Hotel License" means a license authorizing the holder thereof to sell and dispose, under the provisions of this Act, of any liquor in quantities not exceeding one quart, which may be drunk on the premises.
6. "Licensee" means a person holding a license under this Act.
7. "Licensed premises" mean the premises in respect of which a license under this Act has been granted and is in force, and shall be construed to mean and extend to every room, closet, cellar, yard, stable, outhouse, shed, or any other place whatsoever of, belonging to, or in any manner appertaining to, such house or place.

8. "Liquors" or "Liquor" shall be construed to mean and comprehend all spirituous and malt liquors, and all combinations of liquors and drinks and drinkable liquids which are intoxicating.

9. "Magistrate" means the Judge of the Sessions of the Peace, Police, Stipendiary or Sitting Magistrate, Recorder, Justice or Justices of the Peace, or Commissioner of a Parish Court who may have jurisdiction to entertain a complaint in respect of a contravention of the provisions of this Act.

10. "Public Bar," or "Bar," means and includes any room, passage, or lobby in any licensed premises open immediately to any street, highway, public place or public thoroughfare, and into which the public may enter and purchase liquors.

11. "Saloon License" means a license authorizing the holder thereof to sell and dispose of any liquors, not exceeding one quart, on the premises therein specified, and which may be drunk on the premises.

3. Nothing in this Act shall apply :—

1. To manufacturers of native wines from grapes grown and produced in Canada, and who sell such wines in quantities of not less than one gallon, or two bottles of not less than three half-pints each, at one time at the place of manufacture.

2. To any person who holds a license as auctioneer, selling liquor at public auction in quantities of not less than two gallons at any one time.

3. To any person selling liquor in any refreshment room at the Senate or House of Commons, or the Legislative Council or House of Assembly of any of the Provinces, by the permission and under the control of the Senate, House of Commons, Legislative Council or House of Assembly respectively.

LICENSE DISTRICTS.

4. The Governor in Council shall, as soon as conveniently may be after the commencement of this Act, establish districts for the purposes of this Act, to be called "License Districts," and may, from time to time, alter and re-define the same; and the "License Districts," when so established and when altered, shall be announced by proclamation in the *Canada Gazette*.

Such districts shall, as far as possible and convenient, be identical and co-terminous with existing and future

(1.) Counties, (2) or Electoral Districts, (3) or Cities.

LICENSE COMMISSIONERS.

5. There shall be a Board of License Commissioners, to be called "The Board," composed of three persons for each License District.

(a.) The first Commissioner shall be, in the Provinces of Ontario, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, the County Court Judge, or the Junior Judge of the County, as may be selected by the Governor in Council; in the Province of Quebec, the Superior Court Judge of the Judicial District, and in the Judicial Districts of Quebec and Montreal, such one of the Judges as the Governor may appoint, except in the cities of Montreal and Quebec, where he shall be the Judge of the Sessions of the Peace; in the Province of British Columbia, such one of the Judges as the Governor in Council may appoint.

(b.) The second Commissioner shall be the Warden of the county or Mayor of the city. When there is both a Warden and a Mayor having jurisdiction within the License District, the former shall be second Commissioner. In the cities of Montreal and Quebec, in the Province of Quebec, the Recorder, and in the Province of Prince Edward Island, the Sheriff of the County shall be the second Commissioner.

(c.) The third Commissioner shall be a person appointed by the Governor in Council, who shall hold office for one year, or for the portion of the year yet unexpired in which he is appointed, but he shall continue to hold office until his successor is appointed.

2. In the Counties of Chicoutimi and Saguenay, Gaspé and Bonaventure, in the Province of Quebec, the Governor in Council may appoint two Commissioners, who, with the Warden, shall form the Board; and in any unorganized district, the Governor in Council may appoint three Commissioners.

3. The Judge shall be chairman of the Board, and two of the said Commissioners shall form a quorum. In the absence of the Judge, the Warden or Mayor, as the case may be, in the cities of Montreal and Quebec the Recorder, in the Province of Prince Edward Island the Sheriff, and in any unorganized district such one of the Commissioners as the Governor in Council shall designate, shall be the Chairman.

4. In the event of a tie the chairman shall have an additional or casting vote.

LICENSE INSPECTORS.

6. An Inspector to be called the Chief Inspector of Licenses, and one or more sub-inspectors, shall be appointed by the Board of License Commissioners from time to time for each district, as the Board may see fit, and each License Inspector shall, before entering upon his duties, give such security as the Board may require for the due performance of his duties, and for the payment over of all sums of money received by him under the provisions of this Act; and the salary of the Inspectors shall be fixed by the Board, subject to the approval of the Governor in Council.

2. The security required by this section shall be by bond to Her Majesty.

3. The Chief License Inspector shall be the Secretary-Treasurer of the Board and all moneys payable to the Board shall be paid to him.

LICENSES.

7. The Governor in Council may direct the issue of licenses on stamped paper, written or printed, or partly written and partly printed, of the several kinds or descriptions following, that is to say:—

(1.) Hotel licenses, (2) Saloon licenses, (3) Shop licenses, (4) Vessel licenses, (5) Wholesale licenses.

The said licenses shall be signed by the Minister of Inland Revenue, or by some officer appointed by him to sign such licenses, and shall be on such one of the forms in the *first schedule* of this Act, as shall be applicable, and, except when otherwise provided, shall be in force to the thirtieth day of April following the date thereof.

(a.) An "Hotel License" or "Saloon License" shall authorize the licensee to sell and dispose of any liquors in quantities not exceeding one quart, which may be drunk in the hotel or saloon in which the same is sold.

(b.) A "Shop License" shall authorize the licensee to sell and dispose of any liquors not to be drunk in or upon the premises for which the license is granted, provided that not less in quantity than one Imperial pint shall be sold or disposed of at any one time to any one person.

(c.) A "Vessel License" shall authorize the master of the vessel, being a vessel by which passengers are conveyed from one place to another within or beyond the Dominion, to sell or dispose of liquor during the passage of the vessel between such places, to any passenger on board such vessel: Provided always, that it shall not permit the selling, or disposing of any liquor, except at the regular meals served on board such vessel, and then only to actual passengers: and provided further, that it shall not authorize the opening or keeping of a bar or place on board such vessel, where liquors are sold or drunk.

(d.) A "Wholesale License" shall authorize the licensee to sell and dispose of liquors in his warehouse, store, shop, or place defined in the license, in quantities of not less than two gallons in each cask, or vessel; and in any case when such selling by wholesale is in respect of bottled ale, porter, beer, wine, or other fermented spirituous liquor, each such sale shall be in quantities of not less than one dozen reputed quart bottles. Liquors sold under a wholesale license are not to be consumed in, or upon, the house or premises in respect of which the license is granted.

8. Every license shall be issued by the authority and under the direction of the Board of License Commissioners for the district in which the premises to which the license is to apply are situate, except in the case of licenses for vessels, which may be issued under the authority of the Board for any district to or from any port in which the vessel sails, or at any port in which she calls.

9. The Board of License Commissioners may at any time before the first day of May in each year, pass a resolution or resolutions for regulating and determining the matters following, that is to say :

1. For defining the conditions and qualifications requisite to obtain hotel licenses for the retailing, within the district or any part thereof, of spirituous, fermented or other manufactured liquors, and also shop licenses for the sale, by retail, within the district or any part thereof, of such liquors in shops or places other than hotels, taverns, inns, ale-houses, beer-houses or places of public entertainment, not contrary to, or inconsistent with the provisions of this Act ;

2. For limiting the number of hotel, saloon and shop licenses respectively within the maximum prescribed by this Act, and for defining the respective times and localities within which and the persons to whom such limited number may be issued within the year, from the first day of May of one year till the thirtieth day of April inclusive of the next year ;

3. For declaring the number of saloon licenses that may be issued in any year ;

4. For regulating the hotels, saloons and shops to be licensed ;

5. For fixing and defining the duties, powers and privileges of the Inspector of Licenses of their district.

10. The Board shall meet on some day in the month of March, of which notice shall be given as hereinafter mentioned, for the purpose of taking into consideration all applications for certificates for such licenses as by this Act are authorized to be granted.

2. If any cause shall prevent a quorum of the Board being present on the day fixed for the meeting, or at any adjournment of a meeting on the appointed day, the said meeting or adjourned meeting shall stand adjourned from day to day until a quorum shall be present to hold such meeting.

3. The Chief Inspector of any district in which an annual meeting is to be held, shall, one calendar month at least before the holding of such meeting, cause a notice thereof to be fixed to the outer door of the Court House or other building where the meeting of the Board is to be held, and shall also cause an advertisement of the time and place of holding such meeting to be inserted at least thrice, in at least one newspaper published in the district, or if no newspaper be published therein, then in a newspaper published nearest to the said district.

APPLICATIONS FOR LICENSES.

11. Every application for a license to sell spirituous, fermented or other manufactured liquors, by wholesale or retail, shall be by petition of the applicant to the Board of the district in which the license is to have effect, praying for the same.

12. Every petition for an hotel, saloon or shop license shall be filed with the Chief Inspector for the district wherein it is to have effect, on or before the first day of March next preceding the day when it is to come into force.

2. Every petition for any other license authorized to be granted by this Act, shall be filed with the Chief Inspector five days, at least, before the day upon which the meeting of the Board is to be held.

13. In the case of an application for an hotel, saloon or shop license by a person who is not, at the time of the making of such application, a licensee, or as to premises which are not then licensed, the petition must be accompanied by a certificate signed by one fourth of the electors entitled to vote in the polling sub-division in which the premises sought to be licensed are situated. Such polling sub-division shall be that established by law for the purposes of an election for the House of Com-

mons, or if none such be established, then, the polling sub-division used for the last election for the House of Commons.

14. Such certificates shall be in the form in the second Schedule hereto, or to the like effect, in respect of the fitness of the applicant to have such license and the premises in which it is proposed to carry on the business, and the desirability, on the ground of public convenience, of having a license granted therefor.

15. The Chief Inspector shall cause to be published in some newspaper published in the district, or if no newspaper be there published, then in a newspaper published near thereto, the name of each applicant for a license, the description of license applied for, and the place (described with sufficient certainty) where such applicant proposes to sell, at least fourteen days before the meeting of the Board. He shall also cause a notice containing similar information to be fixed to the outer door of the Court House or other building where the meeting of the Board is to be held,

16. The applicant shall, with his application, deposit a fee of ten dollars to cover expenses of inspection and advertising.

17. It shall be the right and privilege of any ten or more electors of the said polling sub-division to object by petition, or in any similar manner, to the granting of any license. The objections which may be taken to the granting of a license may be one or more of the following :

1. That the applicant is of bad fame and character, or of drunken habits, or has previously forfeited a license, or that the applicant has been convicted of selling liquor without a license within a period of three years ; or

2. That the premises in question are out of repair, or have not the accommodation hereby required, or reasonable accommodation if the premises be not subject to the said requirements ; or

3. That the licensing thereof is not required in the neighborhood, or that the premises are in the immediate vicinity of a place of public worship, hospital or school, or that the quiet of the place in which such premises are situate will be disturbed if a license is granted.

18. Every petition having reference to the granting of a license shall have, in addition to each signature thereon, a statement of the approximate distance from the premises to which such petition refers, of the residence or property of each person signing the same.

19. Any petition against the granting of a license shall be lodged with the Chief Inspector, not less than four clear days before the day appointed for the meeting of the Board.

20. The Chief Inspector shall keep a list posted in his office for three days previous to the meeting of the Board, of all certificates and petitions lodged with him as aforesaid, and every such petition or memorial shall be open for public inspection without fee.

21. The board shall, on receiving any petition as aforesaid, erase therefrom all names in respect of which the particulars hereby required to be set forth are not appended.

22. Every application for a license, and all objections to every such application, shall be heard and determined at a meeting of the Board for the district wherein the premises, in respect of which the license is sought, or to which it relates, are situate.

2. Every such hearing shall be open to the public, and every applicant for a license shall attend personally at such hearing, unless hindered by sickness or infirmity ; and the Board may summon and examine on oath such witnesses as they may think necessary, and as nearly as may be in the manner directed by any act now or hereafter to be in force relating to the duties of Justices in relation to summary convictions and orders.

3. Any license meeting may, at the discretion of the Board, be adjourned from time to time to the same or any other Court House or building within the district.

23. On every application for a license the Inspector shall report in writing to the Board, and such report shall contain :

(1.) A description of the house, premises and furniture.

(2.) And if the application be by a person who held a license for the same premises during the preceding year, a statement as to the manner in which the house has been conducted during the existence of the previous license, and the character of persons frequenting the house.

(3.) A statement of the number, position and distance from the house in respect of which a license is applied for, of other licensed houses in the neighborhood.

(4.) A statement that the applicant is (if in the opinion of the Inspector, he be so) a fit and proper person to have a license, and is known to be of good character and repute.

(5.) A statement that the house or premises sought to be licensed is or are, in his opinion, required for public convenience.

24. The Inspector shall not report in favor of any applicant, other than the true owner of the business of the hotel, saloon, or shop proposed to be licensed, and his report shall be for the information, only, of the Board, who shall, nevertheless, exercise their own discretion on each application.

ACCOMMODATION.

25. Every hotel authorized to be licensed under the provisions of this Act shall contain, and during the continuance of the license shall continue to contain, in addition to what may be needed for the use of the family of the hotel-keeper, in cities and towns not less than six bed-rooms, and in other places not less than three bed-rooms, together with, in every case, a suitable complement of bedding and furniture; and (except in cities and incorporated towns) there shall also be attached to the said hotel, proper stabling for at least six horses.

2. No hotel or saloon shall form a part of, or communicate by any entrance with any shop or store wherein any goods or merchandise are kept for sale.

26. In addition to the accommodation required by the last preceding section, each hotel or saloon shall be shown, to the satisfaction of the Board, to be a well-appointed and sufficient eating house, with the appliances requisite, for daily serving meals to travellers; and the requirements of this section shall apply to all hotels or saloons, save as hereinafter excepted, and continuously for the whole period of the license.

2. The Board may, by resolution to be passed before the first day of May in any year, dispense as to a certain number of saloons in any city or town, with the necessity of their having the accommodation in the last preceding section mentioned.

27. The Council of any city or town may, by by-law to be passed before the first day of March in any year, prescribe for the then ensuing license year beginning on the first day of May, any requirements in addition to those in the last two preceding sections mentioned, as to accommodation to be possessed by hotels and saloons, which the council may see fit; and the Board, upon receiving a copy of such by-law, shall be bound to observe the provisions thereof; and such by-law shall continue in full force for such year and any future year until repealed.

28. Every hotel-keeper whose license is granted in respect of premises to be provided with stabling, shall at all times keep upon his licensed premises a sufficient supply of hay, corn or other provender, for the accommodation of travellers.

DUTIES OF THE BOARD.

29. The Board shall ascertain that the requirements of this Act as to the petition of the applicant, the certificate of the electors when necessary, and the report of the Inspector have been complied with.

2. If the said pre requisites have been complied with (but not otherwise), the Board shall entertain the application.

3. Where the applicant for an hotel or shop license resides in a remote part of the district, or where for any other reason the Board see fit, they may dispense with the report of the Inspector, and act upon such information as may satisfy them in the premises.

4. The Board shall hear and determine all applications, and also all objections which may be made to such applications on such evidence as shall seem to them sufficient, whether the same be strictly legal evidence or not.

5. Any person who has signed a memorial against the granting of a license, may be heard in opposition thereto.

6. The Council of any city, town or incorporated village, or of any municipality or parish, may authorize any person to appear in a similar manner on behalf of the ratepayers of such city, town, incorporated village, municipality or parish as to the granting of a license, and such person so authorized shall have a right to be heard before the Board against the granting of such license.

7. No objection in respect of the character of any applicant shall be entertained, unless three days' notice has been given to the applicant.

8. No objection from an Inspector shall be entertained, unless the nature of the objection shall have been stated in the report furnished to the Board.

9. Notwithstanding anything in this Act contained, the Board may, of their own motion, take notice of any matter or thing which in their opinion would be an objection to the granting of a license, although no notice or objection has been given or made as by this Act provided. In any such case the Board shall notify the applicant, and shall adjourn their hearing of the application, if requested by him, for any period not exceeding fourteen days and not less than seven days, in order that any person affected by the objection may have an opportunity of answering the same.

10. The decision of the Board, when once announced by the chairman, shall not be questioned or reconsidered.

11. If any applicant for a license has at any time or in any place been refused on the ground that he is not a fit person to hold a license, no application by such applicant shall be entertained by any Board within a period of three years of the last of such refusals.

30. If it appears that the applicant is the true owner of the business of such hotel, saloon or shop, and has complied with the requirements of the law and with the regulations and requirements of the Board, the Board may grant such applicant a certificate under the hands of any two members of the Board, stating that he is entitled to a license for a certain time, and for a certain hotel, saloon or shop within the district.

31. No hotel license shall be granted in respect of any house in any city, town or incorporated village, unless such house has a separate front entrance, in addition to the entrance to the bar or place where liquors are sold.

32. No license shall be granted if a majority of the electors in the sub-division petition against it, on the grounds hereinbefore set forth, or any of such grounds.

33. No license shall be granted to any person declared in pursuance of this Act, to be a disqualified person, during the continuance of such disqualification. Any license issued to a person so disqualified, shall be void.

34. No license shall be granted under the provisions of this Act to or for the benefit of any person who is a License Commissioner or License Inspector, and any license so issued shall be void.

35. An hotel, saloon or shop license shall not be issued under the provisions of this Act for premises within any district of which any of the License Commissioners or of the Inspectors for such district is the owner; and every License Commissioner who knowingly issues, and every License Inspector who knowingly recommends the issue of a license for any such premises, contrary to the provisions of this section, shall be guilty of a misdemeanor.

2. The provisions of this section shall not extend or apply to premises owned or occupied by a joint-stock company in which a License Commissioner is a shareholder,

but in every such case such License Commissioner shall not vote upon any question affecting the granting of a license to such company, or for premises owned or occupied by it.

36. The Board may also direct to be issued licenses for vessels, or wholesale licenses which have been applied for within the time hereinbefore prescribed.

37. No wholesale license shall be granted to any person who does not carry on the business of selling by wholesale or in unbroken packages.

38. Wholesale licenses may be issued in the name of a co-partnership, when two or more persons are carrying on business as one, but a separate license shall be required in every district wherein the firm carries on its business.

39. In any case where the Board of any district do not think fit, or are unable to grant a new license to any applicant who has been licensed during the preceding twelve months, or any part thereof, they may, nevertheless, by resolution, provide for extending the duration of the existing license for any specified period of the year, not exceeding three months, at their discretion, upon payment by the applicant, of a sum not exceeding the proportionate part of the fee payable for such license for the then next ensuing license year; and such license, when a certificate of the extension aforesaid has been endorsed thereon, under the hand of the Chief Inspector for the District, shall remain valid for the period specified in the resolution of the Board, and no longer; but this provision shall not be construed to confer on the Board any authority to extend the limit prescribed by this Act as to the number of licenses to be granted in any year.

40. Upon the obtaining by the applicant of the certificate authorizing the issuing of a license, the Chief Inspector shall, on the demand of the applicant so authorized, and upon the payment of a fee of five dollars, and upon his giving security by bond as hereinafter mentioned, when it is an hotel, saloon, or shop license that has been directed to issue, issue to him the license to which he is entitled.

SECURITY TO BE GIVEN.

41. Before any hotel, saloon or shop license is granted, the person applying for the same shall enter into a bond to Her Majesty in the sum of five hundred dollars, with two good and sufficient sureties (to be approved of by the Chief Inspector), in the sum of one hundred and fifty dollars each, conditioned for the payment of all fines and penalties which such person may be condemned to pay in respect of any offence against any Act, by-law or provision in the nature of law, relative to hotels, taverns, inns or houses of public entertainment then and thereafter to be in force, and to do, perform and observe all the requirements thereof, and to conform to all by-laws and regulations that may be established by competent authority in such behalf; and such bond shall be in the words or to the effect of the third Schedule to this Act, and when executed shall be filed in the office of the Chief Inspector, to be by him transmitted to the Secretary of State.

NUMBER OF LICENSES.

42. The number of hotel and saloon licenses to be granted in the respective municipalities or parishes shall not in each year be in excess of the following limitations:

1. In cities, towns and incorporated villages respectively, according to the following scale, that is to say, one for each full two hundred and fifty of the first one thousand of the population, and one for each full five hundred over one thousand of the population; Provided, that two hotel licenses may be granted in any town or incorporated village wherein the population is less than five hundred.

2. In incorporated villages, being county towns, the limit shall be five in number; and in the Town of Clifton, in the Province of Ontario, three hotels near the Falls of Niagara, which may be licensed, may be added to the number which would otherwise be the maximum limit under this Act.

3. In the City of Victoria, British Columbia, the limit shall be one for each full two hundred of the first seven thousand of the population, and one for each full five hundred over seven thousand of the population.

4. In townships or parishes and in places where there is no municipal organization, the Board of the District shall, by resolution to be passed at their first meeting in each year, limit the number of licenses to be issued in each year.

5. The Board may authorize the granting of two additional hotel licenses beyond the number limited by this Act in a locality largely resorted to in summer by visitors, but such licenses shall only be for a period of six months, commencing on the first day of May in each year.

43. The number of shop licenses to be granted in the respective municipalities shall not in each year be in excess of the following scale:—

One for each full four hundred up to twelve hundred of the population, and

One for each full one thousand beyond twelve hundred of the population.

44. The council of any city, town, or village may, by by-law to be passed before the first day of March in any year, reduce, within the limit by this Act provided, the number of hotel, saloon and shop licenses to be issued therein for the then ensuing year, or for any future license year until such by-law is altered or repealed.

2. The council shall cause a certified copy of such by-law to be sent immediately after the passing thereof to the Chief Inspector of the district in which the municipality is situate.

45. The number of the population which is to determine the number of licenses at any time under this Act shall be according to the then last preceding census, except where the Board are at any time of opinion that, owing to a large increase of population since such census, an increased number of licensed hotels is needed for the convenience and accommodation of travellers; and in that case, if the Board so certify, and the council of the municipality memorialize the Governor for an increase of the number of hotels, the Governor in Council may authorize a new census to be taken at the expense of the municipality, and the limit for the number of licenses shall thereafter, upon each such new census, be one for each full two hundred and fifty of the population under one thousand, and one for each five hundred over one thousand of the population; except in the Province of Quebec, where the number of licenses shall, upon each such new census, thereafter be one for each full two hundred and fifty of the population under five hundred, and one for each five hundred over the first five hundred;

2. In case of the alteration or formation of any municipality subsequent to the taking of any census, the population of such municipality, for the purposes of this Act, may be ascertained by the said Board by reference to the enumeration on which such census took place, or by a new census taken under the provisions of this section;

3. Where, since the general census, a census has been taken in any municipality under the authority of the Council having jurisdiction, the limit may be the same as in the case of a census taken under this section for the purposes of this Act.

46. No license shall be granted by the Board for the sale of liquors within the limits of a municipality or parish if there is deposited in the office of the Chief Inspector a petition signed by the majority of the electors of the said municipality or parish, praying that licenses be not granted for the next ensuing license year;

2. Every such petition shall have effect until another shall be presented, signed by the majority of the said electors, praying that licenses may issue under this Act;

3. Each of the petitions in this section mentioned shall be presented before the first of February in each year, and shall be accompanied by the affidavit of two of the said electors, made before a Justice or Notary Public, and stating that each of the signatures or marks placed at the foot of the petition is that of the elector who is indicated by it, that each such signer is a Parliamentary elector in the said municipality, and that the said signers form the majority of the electors in the said municipality.

47. Subject to the provisions of this Act as to removals and the transfer of licenses, every license for the sale of liquor shall be held to be a license only to the

person therein named, and for the premises therein described, and shall remain valid only so long as such person continues to be the occupant of the said premises, and the true owner of the business there carried on.

TRANSFER OF LICENSES.

48. In case any person having lawfully obtained a license under this Act dies before the expiration of his license, or sells, or by operation of law or otherwise assigns his business, or removes from the house or place in respect of which the said license applies, his said license shall, *ipso facto*, become forfeited, and be absolutely null and void to all intents and purposes whatsoever,—unless such person, his assigns or legal representatives, within one month after the death, assignment or removal of, or sale by the original holder of such license, or some other period in the discretion of the Board of the district in which the said license has effect, obtain its written consent or the consent of the chairman, countersigned by the Inspector, either for the continuance of the said business or the transfer of such license to some other person, and thereupon forthwith transfer the same to such other person, who, under such transfer, may exercise the rights granted by such license, subject to all the duties and obligations of the original holder thereof, until the expiration thereof, in the house or place for which such license was issued and to which it applies, but in no other house or place.

2. In every such case of transfer of an hotel license, the person in whose favor any such transfer is to be made shall first produce to the Board, or to the chairman thereof, a report of the Inspector similar in effect to that mentioned in section *twenty-three* of this Act.

3. Except in case of the death of the licensee no transfer of any license shall be made, nor shall any application for leave to transfer be entertained until the expiration of three months from the time of the granting of such license.

49. Where a licensee has been legally ejected from any licensed premises, the Board or the Chairman may, notwithstanding the non-production of the license, on the application in writing of the owner of the premises and the proposed new tenant, grant a special certificate of transfer of such license to such new tenant, in such form as he or they shall think applicable, such certificate to be countersigned by the Chief Inspector.

50. Any two members of the Board may, by order, authorize any person they may think entitled to the benefit of any license to carry on the business in the licensed premises for the remainder of the term for which the license was granted, in the same manner as if such license had been formally transferred to such person, in any of the following cases, that is to say:—

1. Whenever any person to whom a license has been granted deserts the licensed premises, or refuses or neglects to transfer the license when justly required so to do; or

2. If, during the currency of any such license, the holder thereof ceases to occupy the premises in respect whereof the license is held, or his tenancy of such premises is determined by effluxion of time, or by notice to quit, or by any other means whatsoever.

51. Where any licensed person is convicted of any offence, and in consequence either becomes personally disqualified or has his license forfeited, any two members of the Board, upon the application by, or on behalf of, the owner of the premises in respect of which the license was granted (where the owner is not the occupier) and upon being satisfied that such owner was not privy, nor a consenting party to the act of his tenant, and that he has legal power to eject the tenant of such premises, may by order authorize an Agent to carry on the business specified in the license relating to such premises until the end of the period for which such license was granted, in the same manner as if such license had been formally transferred to such agent.

52. In case of the marriage of any female being a licensee the license held by her shall confer on her husband the same privileges, and shall impose on him the same duties, obligations and liabilities, as if such license had been granted to him originally; provided, that the Chairman of the Board, on the application of the husband of the licensed woman, has confirmed to him his wife's license for the remainder of the term of the duration thereof, and granted him a certificate to that effect, which must be countersigned by the Chief Inspector. Such confirmation shall be granted if the Chairman is satisfied that no objection can be made to the character of the husband, and that he has not forfeited a license within the next preceding three years.

REMOVAL OF LICENSEE.

53. Any Chief Inspector may, after resolution allowing the same by the Board, or permission in writing granted by the chairman thereof, endorse on any hotel, saloon or shop license, permission to the holder thereof to remove from the house to which his said license applies, to another house to be described in the endorsement to be made by the said Inspector on the said license, and situate within the same polling sub-division: Provided always, that the house to which the licensee proposes to remove has all the accommodation required by law.

2. Such permission, when the approval of the said Inspector is endorsed on the said license, shall authorize the holder of the said license to sell the like liquors in the house mentioned in the endorsement, during the unexpired portion of the term for which the said license was granted, in the same manner, and upon the same terms and conditions as he might do in the premises to which the license originally applied; but no such permission shall be granted unless and until the person applying therefor has filed in the office of the Chief Inspector, a report of the Inspector containing the information required by law in case of application for a license; and any bond or security which such holder of a license may have given for any purpose in relation to such license shall apply to the house or place to which such removal is authorized; but such permission shall not entitle him to sell at any other than such one place.

3. An application for the removal of any hotel, saloon, or shop license from the house to which it applies must be accompanied by a certificate, signed by one-fourth of the electors of the polling sub-division in the same manner as is required by section *thirteen* of this Act as to applications for a license.

54. For each transfer of a license, for each certificate permitting the continuance of the business, for each certificate of confirmation of a license to the husband of a licensed woman, and for each endorsement of permission to remove to other premises there shall be paid a fee of ten dollars.

LICENSE FUND.

55. All sums received on applications for and on the issue of licenses, or received by the Inspector for fines and penalties, shall form the License Fund of the District.

2. The License Fund shall be applied, under regulations of the Governor in Council, for the payment of the salary and expenses of the Inspectors, and for the expenses of the office of the Board, or otherwise incurred in carrying the provisions of the law into effect; and the residue, on the thirtieth day of June in each year, and at such other times as may be prescribed by the regulations of the Governor in Council, shall be paid over— one-third to the Minister of Finance to form part of the Consolidated Revenue Fund, and the other two-thirds to the Treasurer of the city, town, village, or township municipality in which the licensed premises are respectively situate for the public uses of the municipality;

3. Cheques upon the license fund account shall be drawn by the Inspector, and countersigned by the Chairman, or any two of the License Commissioners, subject to the regulations made by the Governor in Council.

56. Two-thirds of any penalty in money recovered under this Act, in cases in which an Inspector is the prosecutor or complainant, shall be paid by the convicting Magistrate to the Inspector, and paid in by him to the credit of the "License Fund Account ;"

2. In case the whole amount of the penalty and costs is not recovered, the amount recovered shall be applied, first, to the payment of the costs, and the balance shall be appropriated as herein provided ;

3. In any case where the Inspector has prosecuted and obtained a conviction, and has been unable to recover the amount of costs, the same shall be made good out of the License Fund ;

4. In any case where the Inspector has prosecuted and failed to obtain a conviction, he shall be indemnified against all costs out of the License Fund, if the Magistrate before whom the complaint is made, certifies that such officer had reasonable and probable cause for instituting such prosecution or preferring such complaint.

REVOCATION OF LICENSES IMPROPERLY OBTAINED.

57. The Judge of the County Court of the county, or the Judge of the Superior Court having jurisdiction in the county in which a municipality is situate, in any part of which a license granted is intended to take effect, upon the complaint of any person that such license has been issued contrary to any of the provisions of this Act or of any by-law in force in the said municipality, or that such license has been obtained by any fraud, shall summon the person to whom such license has been issued, to appear before him, and shall proceed to hear and determine the matter of the said complaint in a summary manner ; and may, upon such hearing, or in default of appearance of the person summoned, determine and adjudge that such license, for any of the causes aforesaid, ought to be revoked, and thereupon shall order and adjudge that such license is and stands revoked and cancelled accordingly, and such license shall then be and become inoperative and of none effect, and the person to whom such license is issued shall thereafter, during the full period of three years, be disqualified from obtaining any further or other license under this Act.

PERMITS TO SELL IN MUNICIPALITIES WHERE NO LICENSE IS GRANTED.

58. In municipalities or parishes where there is no person licensed under an hotel, saloon or shop license to retail liquors, the sale of such liquors is permitted, as hereinafter provided, for medicinal purposes only, or for use in divine worship, on the certificate of a physician or of a clergyman, residing in the municipality or parish, and not otherwise ; or for *bonâ fide* use in some art, trade or manufacture, on the certificate of two Justices.

2. Such certificate may be given by a resident physician, but only to a patient under his immediate care, or by a clergyman, but only to a person whose spiritual adviser he *bonâ fide* is, under a penalty of thirty dollars for each contravention of this provision.

3. Before the two Justices shall grant a certificate to a person authorizing the sale to him of liquor for use in any art, trade or manufacture, they shall cause a declaration to be made before them by the applicant to the effect that the liquor is to be used only for the purpose set forth in the declaration. And they shall attach the said declaration to their certificate.

4. In any case, not more than one imperial pint shall, at any one time, be sold in virtue of such certificate, and no liquor so sold shall be allowed to be drunk on the premises, under a penalty of forty dollars for each contravention of this provision.

5. The sale of liquor permitted by this section shall be made by such person only as may be appointed by that purpose by a resolution of the Board, and the Board may grant to such a person a "permit to sell for medicinal purposes, or for use in divine worship only, or for use in any art, trade or manufacture."

6. The person so permitted to sell shall make a report sworn to before a Justice of the Peace, on the first day of each month, to the Chief Inspector, showing the names of the persons to whom he has sold liquor during the previous month, the quantity sold in each case, and upon whose certificate the sale was made, and such certificates shall accompany the report. Any violation of, or failure to comply with any of the provision of this section, shall subject the offender to a penalty of twenty dollars for each contravention.

REGISTER OF LICENSES.

59. The chief Inspector of each district shall keep, in such form as may be prescribed by the Board:

(a.) A register, to be called "The Register of Licenses," containing the particulars of all licenses granted in the district, the premises in respect of which they are granted, the names of the licensees, and the names of the sureties to any bond given by such licensee in pursuance of the provisions of this Act. There shall also be entered on the register all forfeitures of licenses, disqualifications of licensees, records of convictions and other matters relating to the licenses then on the register.

(b.) A record of all applications made to the Board, showing the names of the applicants, the nature of the applications, the premises in respect of which the applications are made, the date on which the applications were heard, and the manner in which the same were disposed of, including in cases of refusal, the cause thereof.

2. Every Chief Inspector shall, on request, forthwith transmit extracts from any such register of licenses or record of applications, to any other Inspector or to the Clerk of any Court.

60. The Board shall report annually to the Minister of Inland Revenue, and their report shall contain:

(a.) A statement of the number and description of licenses, and of the names of applicants to whom licenses were granted during the year.

(b.) The names of those to whom licenses were not granted.

(c.) The statements required to be entered in the Register of Licenses.

(d.) The prosecutions for infractions of this Act, and the result of the same.

(e.) General remarks as to the working of the law within the District.

2. They shall also report as to and account for the moneys received and expended during the year.

REGULATIONS AND PROHIBITIONS.

61. All licenses shall be constantly and conspicuously exposed in the warehouses and shops, in the bar-rooms of hotels, saloons, or other places of public entertainment, and in the saloon or cabin of vessels, to which the licenses respectively relate, under a penalty of five dollars for every day's wilful or negligent omission so to expose them, to be recovered with costs from the licensee, or the master, captain or owner of the vessel so making the default.

62. Every person who keeps an hotel or saloon or any other licensed place in respect of which an hotel or saloon license has duly issued and is in force, shall exhibit over the door of such hotel, saloon or other licensed place in large letters, the words: "*Licensed to sell spirituous or fermented liquors,*" and in default thereof shall be liable to a penalty of five dollars, besides costs for each on which such default continues.

63. Every hotel-keeper shall keep a lamp affixed over the door of his licensed premises, or within twenty feet thereof, lighted during the whole of every night, from sunset to sunrise, during the time of his holding such license.

2. Every person who acts in contravention of, or who fails to comply with any provision of this section, shall forfeit and pay for each such offence a penalty not exceeding

dollars.

3. The Chief Inspector may, by endorsement on his license, exempt any hotel-keeper from compliance with this provision in cases where he thinks the street or particular place where the licensed premises are situate, is otherwise sufficiently lighted.

64. Not more than one bar shall be kept in any house or premises licensed under this Act.

65. As respects all places where intoxicating liquors are, or may be sold by wholesale or retail, no sale or other disposal of liquors shall take place therein, or on the premises thereof, or out of or from the same, to any person or persons whomsoever, save as hereinafter provided, from or after the hour of seven of the clock on Saturday night, till six of the clock on Monday morning thereafter, nor from or after the hour of eleven o'clock at night until six o'clock the following morning on all the other nights of the week, save and except in cases where a requisition for medical purposes, signed by a licensed medical practitioner, or by a Justice of the Peace, is produced by the vendee or his agent; nor shall any such liquor, whether sold or not, be permitted or allowed to be drunk in any such places during the time prohibited by this Act for the sale of the same: Provided always, that in hotels liquor may be sold on Sundays to the guests *bona fide* residing or boarding in such houses, between the hours of half-past twelve and two, and half-past five and half-past six in the afternoon, respectively, to be drunk or used in their private rooms or at the table, but this provision shall not permit the furnishing of liquor at the bar, or place where liquor is usually sold in such houses during the said hours: Provided further, that nothing herein contained shall preclude the sale of liquors at any time at a railway station to persons arriving at such station by the railway, by any person duly licensed in that respect.

2. And no sale or other disposal of liquor shall take place in any licensed place within the limits of a polling sub-division, on any polling day for or at any Parliamentary Election, or election of a member for a Legislative Assembly, or any municipal election, from or after the time of four o'clock in the morning of the said day, until the following lawful day at six o'clock in the morning.

66. If any licensed person permits any room or portion of his licensed premises, or the appurtenances thereof, to be used or occupied as a dancing, concert or theatrical saloon, or as a place of common resort to which persons shall be admitted by ticket or otherwise, he shall forfeit his license.

But nothing herein contained shall extend to prevent private societies or assemblies of persons from hiring or using such room or place, independently of or unconnected with the proprietor or keeper of such house.

67. Every hotel-keeper failing or refusing, either personally or through any one acting on his behalf, except for some valid reason, to supply lodging, meals, or accommodation to travellers, shall, for each offence, be liable, on conviction, to forfeit and pay any sum not exceeding dollars.

68. If any hotel-keeper receives in payment, or as a pledge, for any liquor or entertainment supplied in or from his licensed premises, anything except current-money, or the debtor's own cheque on a bank or banker, he shall for each such offence pay a penalty not exceeding dollars. The person to whom anything given as a pledge, as aforesaid, belongs, shall have the same remedy for recovering such pledge, or the value thereof, as if it had never been pledged. No hotel-keeper shall receive payment in advance for any liquor to be supplied, and any payment so made in advance may be recovered, notwithstanding that any liquor may have been supplied subsequently to such payment.

69. If any person holding a license purchases from any person any wearing apparel, tools, implements of trade or husbandry, fishing gear, household goods, or furniture, either by way of sale or barter, directly or indirectly, the consideration for which, in whole or in part, is any intoxicating liquor, or the price thereof, or receives from any person any goods in pawn, any stipendiary or police magistrate, or any two justices of the peace, or any parish court commissioner, on sufficient proof on oath being made before him of the facts, may issue his warrant for the restitution

of all such property, and for the payment of costs; and in default thereof, the warrant shall contain directions for levying by sale of the offender's goods to the value of such property so pawned, sold, or bartered, and costs, and the offender shall also be liable to a penalty not exceeding _____ dollars

70. If any person licensed under this Act permits drunkenness, or any violent, quarrelsome, riotous or disorderly conduct to take place on his premises, or sells or delivers intoxicating liquor to any drunken person or permits and suffers any drunken person to consume any intoxicating liquor on his premises, or permits and suffers persons of notoriously bad character to assemble or meet on his premises, or suffers any gambling or any unlawful game to be carried on his premises, he shall be liable to a penalty not exceeding _____ dollars.

71. If any licensed person knowingly harbours or knowingly suffers to remain on his premises, any constable during any part of the time appointed for such constable to be on duty, unless for the purpose of keeping or restoring order, or in the execution of his duty, or supplies any liquor or refreshment whatever by way of gift or sale, to any constable on duty, unless by authority of some superior officer of such constable, or bribes, or attempts to bribe any constable, he shall be liable to a penalty not exceeding _____ dollars.

72. Any person licensed under this Act may refuse to admit to the premises in respect of which his license is granted, any person who is intoxicated, and may refuse to admit to and may turn out of the premises any person who is violent or quarrelsome, or disorderly, and any person whose presence on his premises would subject the license to a penalty under this Act; and any such person who, upon being requested in pursuance of this section, by such licensed person or his agent, or servant or any constable, to quit such premises, refuses or fails to do so, shall be liable to a penalty not exceeding twenty dollars; and all constables are required, on demand of such licensed person, his agent or servant, to expel or assist in expelling every such person from such premises, and may use such force as may be required for that purpose.

73. Every person who makes or uses, or allows to be made or used, any internal communication between any licensed premises and any unlicensed premises which are used for public entertainments or resort, or as a refreshment house, shall be liable to a penalty not exceeding _____ dollars, for every day during which such communication remains open.

2. In addition to any penalty imposed by this section, any person convicted of an offence under this section shall, if he be the holder of a license, forfeit such license.

74. Any licensed person who allows to be supplied in his licensed premises, by purchase or otherwise, to be consumed on the premises, any description whatever of liquor to any person apparently under the age of sixteen years, of either sex, not being resident on the premises or a *bona fide* guest, lodger or traveller, shall, as well as the person who actually gives or supplies the liquor, be liable to pay a penalty not exceeding _____ dollars for every such offence.

75. No person having a shop license to sell by retail, shall allow any liquor sold by him or in his possession, and for the sale of which a license is required, to be consumed within his shop, or within any building of which such shop forms part, or which communicates by any entrance with such shop, either by the purchase thereof or by any other person not usually resident within such building, under a penalty of _____ dollars.

2. No shop license shall be granted to any person to sell liquors in any store, shop, place or premises where groceries or other merchandise are sold, or exposed for sale, or in any store, place or premises, connected by any internal communication with such first mentioned store, shop, place or premises: Provided always, that this sub-section shall not apply to any licensee having a license at the time of the passing of this Act, prior to the first day of May in the year one thousand eight hundred and ninety.

3. If any person having a shop license gives or treats any person to any liquor on the licensed premises, he shall, on conviction, incur a penalty of not less than _____ dollars nor more than _____ dollars, and in addition thereto, on conviction for the said offence, his license shall *ipso facto* be forfeited.

76. No person having a license to sell by wholesale shall allow any liquors sold by him or in his possession for sale, and for the sale or disposal of which such license is required, to be consumed within his warehouse or shop, or within any building which forms part of or is appurtenant to, or which communicates by any entrance with any warehouse, shop or other premises wherein any article to be sold or disposed of under such license is sold by retail, or wherein there are kept any broken packages of such articles.

77. If any person having a license to sell liquors not to be drunk on the premises, himself takes or carries, or employs or suffers any other person to take or carry, any liquor out of or from the premises of such licensed person for the purpose of being sold on his account or for his benefit or profit, and of being drunk or consumed in any other house, or in any tent, shed or other building of any kind whatever, belonging to such licensed person, or hired, used or occupied by him, or on or in any place, whether enclosed or not, and whether or not a public thoroughfare, such liquor shall be deemed to have been consumed by the purchaser thereof, on the premises of of such licensed person, with his privity and consent, and such licensed person shall be punished accordingly, in manner provided by this Act.

2. A record of every conviction for an offence against this section shall be endorsed on the license of the person convicted.

3. In any proceeding under this section it shall not be necessary to prove that the premises, or place or places to which such liquor is taken to be drunk, belonged to or were hired, used or occupied by the seller, if proof be given to the satisfaction of the Court bearing the case, that such liquor was taken to be consumed thereon or therein with intent to evade the conditions of his license.

78. Where a vessel license is issued under this Act, no sale or other disposal of liquor shall take place thereon or therefrom, to be consumed by any person other than a passenger on the said vessel, whilst such vessel is at any port, pier, wharf, dock, mooring-place or station;

2. In case any such sale or other disposal of liquor takes place, the said license shall *ipso facto* be and become forfeited and absolutely void, and the captain or master in charge of such vessel, and the owner or person navigating the same, as well as the person actually selling or disposing of liquor contrary to this section, shall be severally and respectively liable to a penalty of one hundred dollars; and any person who sells or disposes of any liquor contrary to the provisions of this section shall also be liable to the same penalty and punishment therefor as is hereinafter prescribed in the section of this Act.

ADULTERATION.

79. Every person who sells or offers for sale, any liquor with which is mixed any ingredient or material injurious to health, or whereby such liquor is rendered injurious to the health of persons drinking the same, and every person who sells as unadulterated, any liquor which is adulterated, shall, on conviction, be liable for every such offence to a penalty not exceeding _____ dollars. The provisions of the three next following _____ shall apply in respect of every offence against this section.

2. Where a licensed person is convicted of any offence against the provisions of any Act, for the time being in force, relating to the prevention of adulteration, such conviction shall be entered in the proper register of licenses, and may be declared to be an offence against this Act, and when so recorded shall have effect as if it had been a conviction for an offence against this Act. Such licensed person shall further, in the case of a second or any subsequent offence, be liable to forfeit his license. In the

case of a second or any subsequent offence, until the license is forfeited, a record of the conviction shall be endorsed on the license of the person convicted.

3. Where a licensed person is convicted of any offence for adulteration of drink, and his license is not forfeited for such offence, the Inspector or Sub-Inspector, or any constable of the district, shall cause a placard stating such conviction to be affixed to the premises; such placard shall be of such size and form, and shall be printed with such letters, and shall contain such particulars, and shall be affixed to such part of the licensed premises, as the convicting Justices may think fit, and such licensed person shall keep the same affixed during two weeks after the same is first affixed; and, if he fails to comply with the provisions of this section with respect to keeping such placard affixed, or defaces or allows such placard to be defaced, or if the same is defaced and he fails forthwith to renew the same, he shall be liable to a penalty not exceeding _____ dollars for every day on which the same remains so defaced and unrenewed; and any Inspector or any Constable may affix or re-affix such placard during the said two weeks, or such further time as may be directed by a court of summary jurisdiction.

80. In order to obtain an analysis of any *such* liquor, substance or thing, it shall be lawful for any Justice, on information on oath made to him that there is reason to believe that any such liquor is adulterated, or contains any deleterious ingredient as aforesaid, or that any such substance, matter or thing of a deleterious character is to be found upon any premises, to authorize the seizure of such suspected liquor, substance, matter or thing, and to cause the same, or a sample thereof, to be analyzed by some competent person, and to order the forfeiture of the whole of the kind of liquor analyzed and found to be adulterated or to contain any deleterious ingredient, and also of any substance, matter or thing of a deleterious character found in the possession or on the premises of the person offending; and the expense of such analysis and forfeiture shall be a portion of the costs which such justice shall have power to order to be paid by any person convicted; and in every proceeding under this section, proof of the fact that any liquor was adulterated or contained any deleterious ingredient, or that any substance, matter or thing of a deleterious character was found upon the premises shall be *prima facie* evidence that the person in whose possession the same was found, did knowingly sell, or offer or expose, or have for sale such liquor, or that such substance, matter or thing of a deleterious character was kept for adulterating or mixing with the liquor sold: Provided always, that any person charged with any offence against this section may give evidence on his own behalf to prove that such liquor was, when seized, in the same condition as it was when it came into his possession by a *bona fide* purchase, and was not adulterated or mixed with any deleterious ingredient by him or any person acting under his authority, and that such substance, matter or thing was not kept for adulterating or mixing with the liquor sold.

2. Any Inspector may, at all times during the business hours, and after such hours for reasonable cause, enter on any licensed premises; he may also examine every room and every part of such premises, and take an account of all liquors therein, and may demand, select and obtain any sample of liquor which may be in such house or premises, such samples to be sealed by the Inspector in the presence of the licensee or other person in charge of the house or premises, and, if such licensee or other person so desires, with the seal of such licensee or other person; and on payment or tender of payment for such samples of liquor, the Inspector may remove the same for the purpose of analysis or otherwise.

POWERS OF INSPECTORS AND OTHER OFFICERS.

81. Any officer, policeman or constable, or Inspector of Licenses may, for the purpose of preventing or detecting the violation of any of the provisions of this Act which it is his duty to enforce, at any time enter into any and every part of any hotel, tavern, or other house or place of public entertainment, shop, warehouse or other place wherein refreshments or liquors are sold, or reputed to be sold, whether

under license or not, and may make searches in every part thereof, and of the premises connected therewith, as he may think necessary for the purpose aforesaid.

2. Every person being therein, or having charge thereof, who refuses or fails to admit such officer, policeman or constable, or Inspector demanding to enter in pursuance of this section in the execution of his duty, or who obstructs or attempts to obstruct the entry of such officer, policeman, constable or Inspector, or any such searches as aforesaid, shall be liable to the penalties and punishments prescribed by section of this Act.

82. Any Magistrate, if satisfied by information on the oath of any such officer, policeman, constable or Inspector, that there is reasonable ground for belief that any spirituous or fermented liquor is being kept for sale or disposal contrary to the provisions of this Act in any unlicensed house or place within the jurisdiction of the Magistrate, may, in his discretion, grant a warrant under his hand by virtue whereof it shall be lawful for the person named in such warrant at any time or times within ten days from the date thereof to enter, and if need be, by force, the place named in the warrant, and every part thereof, or of the premises connected therewith, and to examine the same and search for liquor therein; and for such purpose such person may, with such assistance as he deems expedient, break open any door, lock or fastenings of such premises, or any part thereof, or of any closet, cupboard, box or other article likely to contain any such liquor; and in the event of any liquor being so found unlawfully kept on the said premises, the occupant thereof shall, until the contrary is proved, be deemed to have kept such liquor for the purpose of sale contrary to the provisions of section of this Act.

NO LIQUOR TO BE SOLD WITHOUT LICENSE.

83. No person shall sell by wholesale or by retail any liquors without having first obtained a license under this Act authorizing him so to do.

2. No person, unless duly licensed, shall by any sign or notice give the public cause to believe that he is so licensed; and the use of any sign or notice for such purpose is hereby prohibited.

84. No person shall keep or have in any house, building, shop, eating-house, saloon, or house of public entertainment, or in any room or place whatsoever, any liquors for the purpose of selling, bartering, or trading therein, unless duly licensed thereto under the provisions of this Act.

85. Sections and shall not prevent any brewer, distiller or other person duly licensed by the Government of Canada to manufacture fermented, spirituous, or other liquors, from keeping, having or selling any liquor manufactured by him in any building wherein such manufacture is carried on, provided such building forms no part of and does not communicate by any entrance with any shop or premises wherein any article authorized to be manufactured under such license is sold by retail, or wherein any broken package of such article is kept:

2. Such brewer, distiller or other person shall, however, in addition to any license which he may be required to hold by any other Act, obtain a license to sell by wholesale under this Act the liquor so manufactured by him, when sold for consumption within Canada, under which license the said liquor may be sold by sample, or in original packages, in any municipality, as well as in that in which it is manufactured; but no such sale shall be in quantities less than those prescribed in section of this Act.

86. The said sections numbered and of this Act shall not prevent any chemist or druggist duly registered at such under and by virtue of "The Pharmacy Act" of the Province of Ontario, or any similar Act in force in any of the other Provinces, from keeping, having or selling liquors for strictly medicinal purposes, but no sale shall be made in packages of more than six ounces at any one time, except under certificates from a registered medical practitioner; and it shall be the duty of any such chemist or druggist to record in a book, to be open to the inspection of the Commissioners or Inspector, every sale or other disposal by him of liquor; and

such record shall show, as to every such sale or disposal, the time when, the person to whom, and the quantity sold, and the certificate of the medicinal practitioner, if any, and in default of such sale or disposal being so placed on record, every such sale or disposal shall, *prima facie*, be held to be in contravention of the provisions contained in the said and sections of this Act.

Provided always, that no person authorized to sell liquors, as provided by this section, shall allow any liquors sold by him or on his premises, to be consumed within his shop or the premises of which such shop forms part.

87. It shall be the duty of the Chief, or one of the Inspectors, at least once in every three months, to visit and inspect every hotel, saloon, tavern, store or other building licensed, wherein intoxicating liquors are sold within the district, and to report forthwith to the Board or Chairman of the Board, every case of infraction of the provisions of this Act; and every Inspector shall at once, and in conformity with the provisions herein contained, prosecute any person so offending, and shall suffer no unnecessary delay to intervene between his obtaining the information and the prosecution.

2. It shall be the duty of the Inspector, to institute prosecutions whenever he has reason to believe that this Act has been violated, and that such prosecutions can be successfully maintained, or that, at all events, the costs can be recovered.

3. Whenever he is called upon to institute a prosecution he may, if he has reason to fear that the costs cannot be recovered from the defendant, exact from the person asking for the institution of such prosecution, the deposit of a reasonable amount to cover the same.

88. For punishment of offences against section of this Act, a penalty for the first offence against the provisions thereof, of not less than dollars with costs or fifteen days' imprisonment with hard labour, in case of conviction, shall be recoverable from, and leviable against the goods and chattles of the person or persons who are the proprietors in occupancy, or the tenants or agents in occupancy of the said place or places, who are found by himself, herself, or themselves, or his, her, or their servants or agents, to have contravened the enactment in the said section, or any part thereof; for the second offence, a penalty shall be recoverable and leviable against the offender of not less than forty dollars with costs, or twenty days' imprisonment with hard labour; and for a third or any subsequent offence, a penalty of not less than one hundred dollars with costs, or fifty days' imprisonment with hard labour.

89. If any purchaser of any liquor from a person who is not licensed to sell the same to be drunk on the premises, drinks such liquor on the premises where the same is sold, the seller of such liquor shall, if it appears that such drinking was with his privity or consent, be subject to the following penalties, that is to say:—

For the first offence he shall be liable to a penalty not exceeding dollars.

For a second and any subsequent offence he shall be liable to a penalty not exceeding dollars.

For the purpose of this section the expression "premises where the same is sold" shall include any premises adjoining or near the premises where the liquor is sold, if belonging to the seller of the liquor, or under his control, or used by his permission.

A record of every conviction for an offence against this section shall be endorsed on the license of the person convicted.

2. Any purchaser of liquors in a house or premises, to which a shop license applies, who drinks or causes any one to drink, or allows liquor to be drunk in the shop or premises where the same has been purchased, shall be liable to a penalty not exceeding dollars.

90. The Mayor or Police Magistrate of a town or city, the Recorder or Judge of the Sessions of the Peace having jurisdiction therein, the Stipendiary Magistrate, or the Reeve of a Township with any one Justice, or any two Justices having jurisdiction in the township or village, or the Commissioner of a parish Court within his jurisdiction with any one Justice of the Peace, or any two Justices of the Peace hav-

ing jurisdiction in the township, parish, or village, upon information to them, or one of them respectively, that any keeper of any hotel, saloon or other house of public entertainment, situate within their jurisdiction, sanctions or allows gambling or riotous or disorderly conduct in his house or premises, may summon the keeper of such hotel or saloon to answer the complaint, and may investigate the same summarily, and either dismiss the complaint with costs to be paid by the complainant or convict the keeper of having an improper or a riotous or disorderly house, as the case may be, and such conviction shall, *ipso facto*, operate as a forfeiture of his license, with or without costs, as in the discretion of the convicting authority may seem just; and in case the keeper of any such hotel, saloon or place of public entertainment is convicted under this section and his license annulled, he shall not be eligible to obtain a license for the period of two years thereafter.

91. Any person who sells or barter liquors of any kind, without the license therefor by law required, or who otherwise violates any other provision of this Act, in respect of which violation no other punishment is prescribed, shall, for the first offence, on conviction thereof, incur a penalty of not less than twenty dollars and costs, and not more than fifty dollars and costs; and for a second or any subsequent offence, on conviction thereof, such person shall be imprisoned in the county gaol of the county in which the offence was committed, to be kept at hard labour for a period not exceeding three calendar months.

92. When it shall be made to appear in open court that any person, by excessive drinking of liquor, misspends, wastes, or lessens his or her estate, or greatly injures his or her health, or endangers or interrupts the peace and happiness of his or her family, the Justices holding such Court shall, by writing under the hands of two of such Justices, forbid any licensed person to sell to him, or her, any liquor for the space of one year, and such Justices, or any other two Justices, may, at the same or any other time, in like manner forbid the selling of any such liquor to the said drunkard by any such licensed person of any other city, town or district to which the drunkard resorts or may be likely to resort for the same.

2. Whenever any Justices shall, in the execution of the foregoing provisions, have prohibited the sale of liquor to any such drunkard, if any other person, with a knowledge of such prohibition, gives, sells, purchases or procures for or on behalf of such prohibited person, or for his or her use, any such liquor, he or she shall upon conviction, incur for every such offence, a penalty not exceeding dollars.

93. The husband and wife, and the father, mother, curator, tutor or employer of any person under the age of twenty-one years, who has contracted the habit of drinking intoxicating liquor to excess;

The manager or person in charge of any asylum or hospital, or other charitable institution, in which any person so addicted resides or is kept;

The curator or committee of any interdicted person or lunatic;

The father, mother, brother or sister, of the husband or wife of such person; or

The tutor or guardian of any child of such person;

May require the Chief Inspector to give notice in writing, signed by him, to any person licensed to sell liquors, not to sell or deliver the same to the person addicted to such habit, or to such interdicted person or lunatic.

2. If in the course of one year from the date of such notification, the person so notified, either personally or by his clerk, servant or agent, sells or delivers such liquors otherwise than on a certificate, for medicinal purposes, signed by a medical practitioner, to the person addicted to such habit, or to such lunatic or interdicted person, he shall incur upon conviction for any such offence, a penalty not exceeding dollars.

94. Upon a conviction for an offence against sections, the convicted person, if licensed, shall be liable to have his license suspended for six months; and in case of a second or any subsequent offence, he shall be liable to forfeit his license.

95. Every person who, by falsely representing himself to be a lodger, buys or obtains, or attempts to buy or obtain, at any premises, any liquor during the period

which such premises are closed as to the sale thereof, in pursuance of this Act, shall be liable to a penalty not exceeding _____ dollars.

96. It shall not be lawful for the License Commissioners of any License District, or any of them, nor for any Inspector, either directly or indirectly, to receive, take have money whatsoever, for any certificate, license, report, matter, or thing connected with or relating to any grant of any license, other than the sum to be paid therefor as the duty under the provisions of this Act, or to receive, take, or have any note, security or promise for the payment of any such money, or any part thereof, from any person or persons whatsoever; and any person or persons guilty of, or concerned in, or party to any act, matter or thing contrary to the provisions of this section, or of sections _____ shall be guilty of a misdemeanor, and upon conviction thereof, may be punished by a penalty not exceeding _____ and by imprisonment not exceeding _____ months.

97. Any Inspector, officer or other person who, contrary to the provisions of this Act, knowingly issues, or causes or procures to be issued, an hotel, saloon or shop license, or a certificate therefor, shall, upon conviction thereof, for each offence pay a penalty of not less than forty dollars, nor more than one hundred dollars; and in default of payment of such penalty the offender or offenders may be imprisoned in the common gaol of the county or place in which the conviction takes place for a period not exceeding three calendar months.

98. Any person who, having violated any of the provisions of this Act, compromises, compounds or settle or offers or attempts to compromise, compound or settle the offence with any person or persons, with the view of preventing any complaint being made in respect thereof, or—if a complaint has been made—with the view of getting rid of such complaint, or of stopping or having the same dismissed for want of prosecution or otherwise, shall be guilty of a misdemeanor, and on conviction thereof shall be imprisoned at hard labour in the common gaol of the County or place in which the offence was committed, for the period of three calendar months.

99. Every person who is concerned in, or is a party to the compromise, composition or settlement mentioned in the next preceding section, shall be guilty of a misdemeanor and, on conviction thereof, shall be imprisoned in the common gaol of the county or place in which the offence was committed for the period of three calendar months.

100. Any one knowing or having reason to believe, that an order to commit to gaol has been issued against any person under this Act, who prevents the arrest of the defendant, or procures or facilitates by any act or counsel, or in any other manner whatsoever, his avoidance of arrest, or who provides the defendant with the means of avoiding arrest, shall incur a penalty of forty dollars.

101. Any person who, on any prosecution under this Act, tampers with a witness, either before or after he is summoned or appears as such witness on any trial or proceeding under this Act, or by the offer of money, or by threats, or in any other way, either directly or indirectly, induces or attempts to induce any such person to absent himself, or to swear falsely, shall be guilty of a misdemeanor.

PENALTIES NOT TO BE REMITTED.

102. No Magistrate, License Commissioner or Inspector, or Municipal Council or Municipal officer, shall have any power or authority to remit, suspend or compromise any penalty or punishment inflicted under this Act.

PROSECUTIONS.

103 All informations or complaints for the prosecution of any offence against any of the provisions of this Act, shall be laid or made, in writing, within thirty days after the commission of the offence.

104. Such prosecution may be brought.—

(a.) In the Province of Quebec, if the offence was committed in the city of Montreal, or in the city of Quebec, then before the Recorder or Judge of the Sessions of the Peace at Montreal or Quebec, as the case may be, or, if the offence was committed in any other part of the Province, then before a Stipendiary Magistrate or before any two other Justices of the Peace for the district wherein the offence was committed; or, if the district is other than that of Quebec or that of Montreal, before the Sheriff of such district;

(b.) In the Province of Ontario before any Stipendiary Magistrate or before any two other Justices of the Peace for the county, city or district wherein the offence was committed; or, if the offence was committed in any county, city or town having a Police Magistrate, then before such Police Magistrate, or, in his absence, before the Mayor or any two Justices of the Peace—or if the offence was committed in any city or town not having a Police Magistrate, then before the Mayor thereof, or before any two Justices of the Peace;

(c.) In the Province of Nova Scotia before a Stipendiary Magistrate or before any two other Justices of the Peace of the county in which the offence was committed;

(d.) In the Province of New Brunswick before any Police, Stipendiary or Sitting Magistrate or Commissioner of a Parish Court, or before any two other Justices of the Peace in and for the county in which the offence was committed;

(e.) In the Province of Manitoba before the Police Magistrate within whose territorial jurisdiction the offence was committed, or before any two Justices of the Peace in and for the county in which the offence was committed;

(f.) In the Province of British Columbia before any Stipendiary Magistrate or before any two other Justices of the Peace for the territorial division or jurisdiction within the limits of which the offence was committed.

(g.) In the Province of Prince Edward Island before the Stipendiary Magistrate for the city or town, or before any two other Justices of the Peace of or for the county in which the offence was committed.

105. If such prosecution is brought before any such Stipendiary Magistrate, Recorder, Judge of the Sessions of the Peace, Sheriff, Police Magistrate, Sitting Magistrate, Commissioner or Mayor, no other Justice shall sit or take part therein.

106. If such prosecution is brought before any two other Justices of the Peace, the summons shall be signed by one of them; and no other Justice than one of them shall sit or take part therein, unless by reason of their absence, or the absence of one of them, nor yet in the latter case, unless with the assent of the other of them.

107. The description of any offence under this Act in the words of this Act or in words of like effect shall be sufficient in law; any exception, exemption, proviso, excuse, or qualification, whether it does or does not accompany the description of the offence in this Act, may be proved by the defendant, but need not be specified or negatived in the information; but if it be so specified or negatived, no proof in relation to the matter so specified or negatived shall be required on the part of the informant or complainant.

108. Several cases of contravention of this Act, committed by the same person, may be included in one and the same information or complaint, provided that such information or complaint and the summons issued thereon, contains specifically the time and place of each contravention.

FORM OF INFORMATION AND OTHER PROCEEDINGS.

109. In describing offences respecting the sale or other disposal of liquor, or the keeping, or the consumption of liquor, in any information, summons, conviction, warrant, or proceeding under this Act, it shall be sufficient to state the sale, disposal, keeping, or consumption of liquor simply, without stating the name or kind of such liquor, or the price thereof, or any person to whom it was sold or disposed of, or by whom it was consumed; and it shall not be necessary to state the quantity of liquor so sold, disposed of, kept, or consumed, except in the case of offences where the quan-

tity is essential, and then it shall be sufficient to allege the sale or disposal of more or less than such quantity, as the case may require.

110. In the event of any variance between the information and evidence adduced in support thereof, the Magistrate may amend or alter such information, and may substitute for the offence charged therein, any other offence against the provisions of this Act; but if it appears that the defendant has been materially misled by such variance, the said Magistrate shall thereupon adjourn the hearing of the case to some future day, unless the defendant waives such adjournment.

111. The forms set forth in the fourth schedule to this Act, or any forms to the like effect, shall be sufficient in the cases thereby respectively provided for, and when no forms are prescribed by the said fourth schedule, new ones may be framed in accordance with those appended to the Act intituled "*An Act respecting the duties of Justices of the Peace out of Sessions in relation to Summary Convictions and Orders.*"

PROCEDURE IN CASES WHERE PREVIOUS CONVICTION IS CHARGED.

112. The proceedings upon any information for committing an offence against any of the provisions of this Act, in a case of a previous conviction or convictions being charged, shall be as follows:

1. The Magistrate shall, in the first instance, inquire concerning such subsequent offence only, and if the accused be found guilty thereof, he shall then, and not before, be asked whether he was so previously convicted, as alleged in the information, and if he answers that he was so previously convicted, he may be sentenced accordingly; but if he denies that he was so previously convicted, or stands mute of malice, or does not answer directly to such question, the Magistrate shall then inquire concerning such previous conviction or convictions.

2. The number of such previous convictions shall be provable by the production of a certificate purporting to be under the hand of the convicting Magistrate, or of the Clerk of the Peace, without proof of his signature or official character, or by other satisfactory evidence.

3. In the event of any conviction for any second or subsequent offence becoming void or defective, after the making thereof, by reason of any previous conviction being set aside, quashed, or otherwise rendered void, the Justices or other authority by whom such second or subsequent conviction was made, may by warrant under their or his hand, summon the person convicted to appear at a time and place to be named in such warrant, and may thereupon, upon proof of the due service of such warrant if such person fails to appear, or on his appearance, amend such second or subsequent conviction, and adjudge such penalty or punishment as might have been adjudged had such previous conviction never existed; and such amended conviction shall thereupon be held valid to all intents and purposes, as if it had been made in the first instance.

4. In case any person who has been convicted of a contravention of any provision of any of the sections of this Act, numbered

, or any section for the contravention of which a penalty or punishment is prescribed by section , is afterwards convicted of an offence against any provision of any of the said sections, such conviction shall be deemed a conviction for a second offence, within the meaning of section , and may be dealt with and punished accordingly, although the two convictions may have been under different sections; and in case any such person is afterwards again convicted of a contravention of any provision of any of the said sections, whether similar or not to the previous offences, such conviction shall in like manner be deemed a conviction of a third offence, within the meaning of section , and may be dealt with and punished accordingly.

113. A conviction may in any case be had as for a first offence notwithstanding that there may have been a prior conviction or convictions for the same or any other offence.

114. Convictions for several offences may be made under this Act, although such offences may have been committed on the same day; but the increased penalty or punishment hereinbefore imposed shall only be incurred in the case of offences committed on different days, and after information laid for a first offence.

115. No conviction or warrant for enforcing the same or any other process or proceeding under this Act shall be held insufficient or invalid by reason of any variance between the information and the conviction, or by reason of any other defect in form or substance, provided it can be understood from such conviction, warrant, process or proceeding, that the same was made for an offence against some provision of this Act, within the jurisdiction of the Justice, Justices or Magistrate who made or signed the same, and provided there is evidence to prove such offence, and that it can be understood from such conviction, warrant or process, that the appropriate penalty or punishment for such offence was intended to be thereby adjudged.

2 Upon any application to quash any such conviction, or warrant for enforcing the same, or other process or proceeding, whether in appeal or upon *habeas corpus*, or by way of *certiorari* or otherwise, the Court or Judge to which such appeal is made or to which such application has been made upon *habeas corpus* or by way of *certiorari*, or otherwise, shall dispose of such appeal or application upon the merits, notwithstanding any such variance or defect as aforesaid; and in all cases where it appears that the merits have been tried, and that the conviction, warrant, process, or proceeding is sufficient and valid under this section or otherwise, such conviction, warrant, process, or proceeding shall be affirmed, or shall not be quashed (as the case may be); and such Court or Judge may, in any case, amend the same if necessary, and any conviction, warrant, process, or proceeding so affirmed or affirmed and amended, shall be enforced in the same manner as convictions affirmed on appeal, and the costs thereof shall be recoverable as if originally awarded.

116. Any person may be prosecutor or complainant under this Act.

117. No License Commissioner or Inspector of Licenses who is a Justice, shall try or adjudicate upon any complaint for any infraction of any of the provisions of this Act committed within the limits of the License District for which he is a Commissioner or Inspector; except that this section shall not be construed to apply to a Judge, or Junior Judge or Deputy Judge of a county, a Judge of Sessions or a Recorder.

118. All the provisions of the Act intituled: "*An Act respecting the duties of Justices of the Peace out of Sessions, in relation to Summary Convictions and Orders*," and the Acts already passed, or which may be hereafter passed, amending the same, shall apply to all prosecutions and proceedings under this Act, so far as the same are consistent with this Act.

2. The Magistrate shall in all cases reduce to writing the evidence of the witnesses examined before him, and shall read the same over to such witnesses, who shall sign the same.

119. Where it is required by this Act that a record of a conviction shall be endorsed on the license of the person convicted, the following provisions shall have effect, that is to say:—

1. The Magistrate before whom any licensed person is accused shall require such person to produce and deliver to him the license under which such person carries on business, and the summons shall state that such production will be required.

2. If such person is convicted, the Court shall cause the short particulars of such conviction and penalty imposed to be endorsed on his license before it is returned to the offender.

3. The Chief Inspector shall enter the particulars respecting such conviction, or such of them as the case may require in the register of licenses kept by him under this Act.

4. The Magistrate shall send forthwith to the last mentioned Inspector notice of such conviction and of the particulars thereof.

5. Where the conviction of any such person has the effect of causing the forfeiture of the license or of disqualifying any person for the purposes of this Act, the license shall be retained by the Magistrate, and notice of such forfeiture and disqualification shall be sent to the Chief Inspector of the proper district.

120. Where any licensed person is convicted of any offence against this Act, in respect of which a conviction is not directed to be endorsed on the license of the offender, the Court before whom the offender is brought may either pass sentence at once or postpone the same until the register of licenses in which the license of the offender is entered, or a copy of the entries therein relating to the license of the offender, certified to be a true copy by the Chief Inspector, is produced to the Court, and, after inspecting the entries therein in relation to the license of the offender, or such copy thereof as aforesaid, the Court shall declare, as part of its sentence, whether it will or will not cause a record of the conviction for such offence to be endorsed on the license of the offender; and, if it decide that such record is to be endorsed, the same shall be endorsed accordingly.

121. The Magistrate on any conviction against a licensed person, for an offence against this Act, shall send forthwith to the Chief Inspector of the proper district, a certificate of such conviction.

122. For the additional duties imposed by the two next preceding sections, the Magistrate shall be entitled to charge as costs in the proceedings the following sums:—

For making out and forwarding certificate of conviction to the Chief Inspector,
the sum of

For recording the conviction on the license, the sum of

APPEALS.

In cases under Section

123. In all cases of prosecution for any offence against any of the provisions of this Act, for which any penalty or punishment is prescribed by the section of this Act, the conviction or order of the Justices or Magistrate, as the case may be, shall, except as hereinafter mentioned, be final and conclusive, and, except as hereinafter mentioned, there shall be no appeal against such conviction or order to the Court of General Sessions of the Peace, or to any other Court.

2. An appeal shall lie from a conviction for any offence for which a penalty or punishment is prescribed by the section of this Act, in Ontario, Nova Scotia, New Brunswick, Manitoba, British Columbia and Prince Edward Island, to the Judge of the County Court of the county in which the conviction is had, or to the Judge of a Superior Court sitting in Chambers, without a jury, and in the Province of Quebec to a Judge of the Superior Court of the Judicial District in which the conviction is had, provided a notice in writing of such appeal is given to the prosecutor or complainant within five days after the date of the said conviction, subject to the following provisions.

3. The person convicted, in case he is in custody, shall either remain in custody until the hearing of such appeal before the said Judge, or (where the penalty of imprisonment with or without hard labor is adjudged) shall enter into a recognizance with two sufficient sureties, in the sum of two hundred dollars each, before the convicting Magistrate, conditioned personally to appear before the said Judge, and to try such appeal and abide his judgment thereupon and to pay such costs as he may order; and in case the appeal is against a conviction whereby only a penalty or sum of money is adjudged to be paid, the appellant may (although the order directs imprisonment in default of payment), instead of remaining in custody as aforesaid, give such recognizance as aforesaid, or may deposit with the Magistrate convicting, the amount of the penalty and costs, and a further sum of twenty-five dollars to answer the respondent's costs of appeal.

4. Upon such recognizance being given or deposit made, the Magistrate shall liberate such person if in custody, and shall forthwith deliver or transmit by registered letter, post-paid, the depositions and papers in the case, with the recognizance or deposit, as the case may be, to the Clerk of the Court of which the Judge to whom the appeal is made is the Judge or a member.

124. The practice and procedure upon such appeal, and the proceedings thereon shall, as nearly as possible, be as follows:—

1. Within ten days after the date of the conviction, but not afterwards, unless it is made to appear to the Judge that the delay arose wholly from the default of the convicting Magistrate, the Judge, if he is of opinion from the evidence that the conviction may be erroneous, may grant a summons calling upon the County Crown Attorney, in any province in which there is a County Crown Attorney, and the prosecutor, to show cause why the conviction should not be quashed.

2. Such summons shall not be granted in any case after the expiration of one month from the date of the conviction.

3. Upon the return of the summons the Judge, upon hearing the parties, may either affirm or quash the conviction, or, if he thinks fit, may hear the evidence of such other witness or witnesses as may be produced before him, or the further evidence of any witness already examined, and may then make an order affirming or amending and affirming or quashing the conviction as he may think just, and may order the payment of costs, and may fix the amount thereof.

4. Upon the production of the Judge's order affirming or amending and affirming the conviction, the Magistrate who has made the conviction shall, if the case is one in which a recognizance has not been given, issue his warrant for payment of such further sum for costs as the sum deposited with him is insufficient to pay; if the conviction is quashed, the Judge shall order a return of the money deposited, and shall have authority to order payment of such sum for costs, as he may tax and allow; and unless the sum is paid by the complainant, the Magistrate shall issue his warrant to levy the costs.

5. If by the conviction it is adjudged that the person convicted should be imprisoned and the conviction is affirmed, or amended and affirmed, or the person convicted fails duly to prosecute the appeal, the Judge shall issue his warrant for the commitment to the proper gaol or other place of imprisonment of the person convicted, and unless such person, within one week thereafter surrenders himself into the custody of the constable or other officer entrusted with the execution of the warrant, the condition of the recognizance shall be deemed broken and the recognizance forfeited, and upon proof of the default being made, by affidavit of the officer or otherwise, the Judge may certify the default on the back of the recognizance, and shall thereupon transmit the recognizance to the Clerk of the Peace or to the proper officer in that behalf according to the practice of the Court of which the Judge is a member.

6. Such recognizance shall be thereafter proceeded upon at the General Sessions of the Peace in the same manner as a recognizance taken upon an appeal to the Sessions from a summary conviction may be proceeded upon; and the said certificate shall be deemed *prima facie* evidence of the default of the defendant; but such proceedings shall not relieve the person convicted from undergoing the term of imprisonment to which he was sentenced, and the warrant of the Judge issued in that behalf, or any new warrant issued by him, may be executed in any part of the Province in which the conviction was had, in the same manner and subject to the like conditions as a warrant of a Justice for the apprehension of an offender.

7. If by the conviction only a money penalty is imposed, the Judge, upon being satisfied by affidavit or otherwise, that default has been made upon a recognizance given on an appeal in such a case, shall certify in like manner as is provided in subsection five of this section, and similar proceedings shall thereupon be had in respect of such recognizance.

8. In case it is proved to the satisfaction of the Judge that the person convicted had previously served a portion of his term, the Judge shall only issue his warrant for the commitment of the defendant for the residue of the term of imprisonment to

which he was sentenced. The Judge may, if he thinks fit, transmit his said warrant to the convicting Magistrate in order that he may place the same in the hands of a constable for execution.

9. Any warrant issued under this section may be directed in the same manner, and executed by the like officers, as a warrant of commitment upon a summary conviction under any Act of the Parliament of Canada heretofore passed.

10. In all cases of appeal to a Judge from any conviction under this Act had before a Magistrate, the Judge to whom such appeal is made shall hear and determine the charge or complaint on which such conviction has been had, upon the merits, notwithstanding any defect of form or otherwise in such conviction, and if the person charged or complained against is found to have been guilty, the conviction shall be affirmed and the Judge shall amend the same if necessary.

11. The Magistrate shall retain any moneys deposited with him as aforesaid for the period of six months, unless judgment is sooner given, and upon the judgment in appeal being given, or upon the expiration of six months from the day of the date of the conviction, the Magistrate shall pay over such moneys to the person or persons entitled thereto, in accordance with the judgment; and if the judgment in appeal is not delivered within six months from the day of the date of the conviction, the conviction shall stand, but the respondent shall not be entitled to any costs of appeal; and in case imprisonment was adjudged by the conviction, the convicting Magistrate shall, or any other Magistrate may, issue his warrant for the commitment of the person convicted for any portion of the term which he has not served, and no further proceedings shall be taken on the appeal.

12. No conviction affirmed or amended and affirmed on appeal by the Judge shall be quashed for want of form, or be removed by *certiorari* into any of Her Majesty's Superior Courts of Record; and no warrant or commitment shall be held void by reason of any defect therein, provided it is therein alleged that the party has been convicted and there is a good and valid conviction to sustain the same.

13. In every process and in all proceedings before a Judge under this section, the Judge shall, with reference to the matters herein contained, have all the powers which belong to or might be exercised by him in the Court of which he is a member, and all necessary process may be issued from the office of the Clerk of the Court.

125. When not otherwise provided, a third conviction of a licensed person under this Act for any violation or contravention of the provisions of this Act shall *ipso facto* operate as a forfeiture of his license, and disqualify the person convicted from obtaining a license for three years thereafter.

126. The penalties in money under this Act or any portion of them which may be recovered, shall be paid to the convicting Magistrate, and two-thirds thereof shall be paid to the Chief Inspector is the prosecutor or complainant, be paid to the Chief Inspector, and in case such Inspector is not the prosecutor or complainant, then two-thirds thereof shall be paid to the Treasurer of the Municipality wherein the offence was committed, and the remaining one-third shall be paid to the prosecutor or complainant.

EVIDENCE, &c.

127. In any prosecution or proceeding under this Act, in which proof is required respecting any license, a certificate purporting to be under the hand of the Chief Inspector of the district shall be *prima facie* proof of the existence of a license, and of the person to whom the same was granted or transferred being the person to whom the same was granted or transferred; and the production of such certificate shall be sufficient *prima facie* evidence of the facts therein stated and of the authority of the Chief Inspector, without any proof of his appointment or signature.

128. Any resolution of a Board passed under the _____ and _____ sections of this Act, shall be sufficiently authenticated by being signed by the Chairman of the Board which passed the same; and a copy of any such resolution written or

printed, and certified to be a true copy by any member of such Board, shall be deemed authentic, and be received in evidence in any Court of Justice without proof of any such signature, unless it is specially pleaded or alleged that the signature to any such original resolution has been forged.

129. Any house, shop, room, or other place in which it is proved that there exist a bar, counter, beer pumps, kegs, jars, decanters tumblers, glasses, or any other appliances or preparations similar to those usually found in taverns and shops where spirituous or fermented liquors are accustomed to be sold or trafficked in, shall be deemed to be a place in which spirituous, fermented or other manufactured liquors are kept or had for the purpose of being sold, bartered or traded in, under the section of this Act, unless the contrary is proved by the defendant in any prosecution; and the occupant of such house, shop, room or other place shall be taken conclusively to be the person who has, or keeps therein, such liquors for sale, barter or traffic therein.

130. In proving the sale or disposal, gratuitous or otherwise, or consumption of liquor, for the purpose of any proceeding relative to any offence under this Act, it shall not be necessary to show that any money actually passed, or any liquor was actually consumed, if the Magistrate hearing the case is satisfied that a transaction in the nature of a sale or other disposal actually took place, or that any consumption of liquor was about to take place; and proof of consumption or intended consumption of liquor on premises under license, or in respect to which a license is required under this Act, by some person other than the occupier of the premises, shall be evidence that such liquor was sold to the person consuming or being about to consume or carry away the same, as against the holder of the license or the occupant of the said premises.

131. In cities towns and incorporated villages, in all cases where any person or persons other than members of the family or household of the keeper of a licensed hotel or saloon, is or are found frequenting or present, or where gas or other light is seen burning in the bar-room of such hotel or saloon where liquor is trafficked in, at any time during which the sale or other disposal of liquors is prohibited by any provision of this Act, any such fact, when proved, shall be deemed and taken as *prima facie* evidence that a sale or other disposal of liquors by the keeper of such licensed place has taken place contrary to the provisions of the section of this Act; and such keeper may thereupon be convicted of an offence against the said section, and shall, upon conviction, be subject to the punishment prescribed in and by the section of this Act.

132. The occupant of any house, shop, room or other place in which any sale, barter or traffic of spirituous, fermented or manufactured liquors, or any matter, act or thing in contravention of any of the provisions of this Act, has taken place, shall be personally liable to the penalty and punishment prescribed in the and sections of this Act, as the case may be, notwithstanding such sale, barter or traffic be made by some other person, who cannot be proved to have so acted under or by the directions of such occupant, the proof of the fact of such sale, barter or traffic, or other act, matter or thing, any person in the employ of such occupant or who is suffered to be or remain in or upon the premises of such occupant, or to act in any way for such occupant, shall be conclusive evidence that such sale, barter or traffic, or other act, matter or thing, took place with the authority and by the direction of such occupant.

133. In any prosecution under this Act for the sale or other disposal of liquor without the license required by law, it shall not be necessary that any witness should depose directly to the precise description of the liquor sold or bartered, or the precise consideration therefor, or to the fact of the sale or other disposal having taken place with his participation or to his own personal and certain knowledge, but the Justices or Magistrate trying the case, so soon as it appears to them or him that the circumstances in evidence sufficiently establish the infraction of law complained of, shall put the defendant on his defence, and in default of his rebuttal of such evidence, shall convict him accordingly.

134. In any prosecution under this Act, whenever it appears that the defendant has done any act or been guilty of any omission in respect of which, were he not duly licensed, he would be liable to some penalty under this Act, it shall be incumbent upon the defendant to prove that he is duly licensed, and that he did the said act lawfully.

135. The fact of any person, not being a licensed person, keeping up any sign, writing, painting or other mark, in or near to his house or premises, or having such house fitted up with a bar or other place containing bottles or casks displayed so as to induce a reasonable belief that such house or premises is or are licensed for the sale of any liquor, or that liquor is sold or served therein, or that there is on such premises more liquor than is reasonably required for the persons residing therein, shall be deemed *prima facie* evidence of the unlawful sale of liquor by such person.

136. The production of a license which on its face purports to be duly issued, and which, were it duly issued, would be a lawful authority to the defendant for such act or omission, shall be *prima facie* evidence that the defendant is so authorized; and in all cases the signature to and upon any instrument purporting to be a valid license shall *prima facie* be taken to be genuine.

WITNESSES.

137. In any prosecution under this Act the Magistrate trying the case may summon any person represented to him or them as a material witness in relation thereto; and if such person refuses or neglects to attend pursuant to such summons, the Magistrate may issue his warrant for the arrest of such person; and he shall thereupon be brought before the Magistrate, and if he refuses to be sworn or to affirm, or to answer any question touching the case, he may be committed to the common gaol of the County or place or to a lock-up, there to remain until he consents to be sworn or to affirm and to answer.

138. Any person summoned as a party to, or as a witness in any proceeding under this Act, may, by the summons, be required to produce, at the time and place appointed for his attendance, all books and papers, accounts, deeds and other documents in his possession, custody or control, relating to any matter connected with the said proceeding, saving all just exceptions to such production; and shall be liable to the same penalties for non-production of such books, papers or documents, as he would incur by refusal or neglect to attend, pursuant to such summons, or to be sworn or to answer any question touching the case.

139. Every person, other than the defendant, summoned or examined as a witness in any prosecution brought under this law, is bound to answer all questions put to him, and which are pertinent to the issue, notwithstanding that his answers may disclose facts tending to subject him to any penalty imposed by this Act; but such evidence shall not be used against him in any prosecution.

MUNICIPALITIES UNDER THE TEMPERANCE ACT.

140. Nothing in the foregoing provisions of this Act shall be construed to affect or impair any of the provisions of "The Canada Temperance Act, 1878;" and no hotel, saloon or shop license shall be issued or take effect within any county, city, town, incorporated village or township in Canada within which the second part of the said Act has been brought into force as by the said Act provided, or within which any by-law for prohibiting the sale of liquor under the Temperance Act of 1864, is in force.

141. A Board of Commissioners may, notwithstanding that any such by-law affects the whole of any county, be nominated therefor; and the said Board and the Inspectors shall have, discharge and exercise all such powers and duties respectively for preventing the sale or disposal of, or traffic in liquor contrary to the said Act or this Act as they respectively have or should exercise or perform under this Act.

142. The Board and the Inspectors shall exercise and discharge all their respective powers and duties for the enforcement of the provisions of "*The Canada Temperance Act, 1878*," as well as of this Act, so far as the same apply, within the limits of any county, city, incorporated village or township or parish, in which any by-law under the said Act is in force.

143. A wholesale license to be obtained under and subject to the provisions of this Act, shall be necessary, in order to authorize or make lawful any sale of liquor in the quantities allowed under the provisions of "*The Canada Temperance Act, 1878*."

144. The sale of liquor without license in any municipality, where "*The Canada Temperance Act, 1878*," is in force, shall nevertheless be a contravention of sections _____ and _____ of this Act, and the several provisions of this Act shall have full force and effect in every such municipality, except in so far as such provisions relate to granting licenses for the sale of liquor by retail.

145. Until the first day of May, in the year one thousand eight hundred and eighty-four, all the laws of Provincial Legislatures of the Dominion passed for regulating or restraining the traffic in liquors shall be and they are hereby made as valid and effective to all intents and purposes as if enacted by the Parliament of Canada.

146. Subject to the provisions in the next preceding section contained, this Act shall come into force on the first day of January, in the year one thousand eight hundred and eighty-four, but the licenses to be issued thereunder shall not be operative until the first day of May following.

THE FIRST SCHEDULE.

Hotel (or Saloon) License.

Whereas the Board of License Commissioners for the _____ District have, by their certificate dated the _____ day of _____ authorized the issue to _____ of _____ of an Hotel (or Saloon) License, for the house to be known as _____ situate _____; and whereas the said _____ hath entered into the bond, with sureties, required by "*The Liquor License Act, 1883*," and paid the sum of five dollars as the fee on such license.

Now I do hereby declare that the said _____ is licensed to sell and dispose of liquors in quantities not exceeding one quart, which may be drunk on such premises between the hours of six of the clock in the morning and seven of the clock in the evening, on Saturday; between six of the clock in the morning and eleven of the clock at night, on other week days, (except on days on which polling may be had respecting the polling sub-division in which the said premises are situate, at a Parliamentary Election, or at an election for the House of Assembly, or a Municipal Election); and between 12:30 p.m. and 2 p.m., and 5:30 p.m. and 6:30 p.m., on Sunday, to guests *bonâ fide* residing or boarding in the said premises, to be drunk only in their private rooms, or at the table.

And this license shall commence upon the _____ day of _____ and continue until midnight on the _____ day of _____ next ensuing.

Given under my hand this _____ day of _____ one thousand eight hundred and _____

Chief Inspector.

SHOP LICENSE.

Whereas the Board of License Commissioners for the District of _____ have, by their certificate dated the _____ day of _____ authorized the issue to _____ of _____ of a Shop License for the house to be known as _____ situate _____; and whereas the said _____ hath entered into the bond, with sureties, required by "*The Liquor License Act, 1883*," and paid the sum of five dollars as the fee on such license.

Now I do hereby declare that the said _____ is licensed to sell and dispose of liquors, not to be drunk in or upon the premises for which the license is granted, in quantities not less than one imperial pint, at any one time to any one person, between the hours of six of the clock in the morning and seven of the clock in the evening on Saturday; between six of the clock in the morning and eleven of the clock at night, on other week days, except on days on which polling may be had, respecting the polling sub-division in which the said premises are situate, at a Parliamentary Election, or at an election for the House of Assembly, or a Municipal election.

This license shall commence on the _____ day of _____ and continue until midnight on the _____ day of _____ next ensuing.

Given under my hand this _____ day of _____ one thousand eight hundred and _____

Chief Inspector.

VESSEL LICENSE.

Whereas the Board of License Commissioners for the _____ District have, by their certificate dated the _____ day of _____, authorized the issue to _____, Master of the _____ called the _____ of a Vessel License; and whereas the said _____ hath entered into the bond, with sureties, required by "*The Liquor License Act, 1883*," and paid the sum of five dollars as the fee on such license.

Now I do hereby declare that the said _____ is licensed to sell and dispose of liquor during the passage of the said vessel between _____ and _____ to any passenger at the regular meals served on board the said vessel.

And this license shall commence at noon on the _____ day of _____ and continue until midnight on the _____ day of _____ next ensuing.

Given under my hand this _____ day of _____ one thousand eight hundred and _____

Chief Inspector.

WHOLESALE LICENSE.

Whereas the Board of License Commissioners for the _____ District, have, by their certificate dated the _____ day of _____, authorized the issue to _____ of a Wholesale License for the house or premises to be known as _____, situate _____; and whereas the said _____

hath entered into the bond, with sureties, required by "*The Liquor License Act, 1883*," and paid the sum of five dollars as the fee on such license.

Now I do hereby declare that the said _____ is licensed to sell liquor, not to be consumed in or upon the premises to which this license applies, in quantities not less than two gallons in each cask or vessel at any one time, or, if bottled, in quantities not less than one dozen reputed quart bottles.

And this license shall commence at noon on the _____ day of _____ and continue until midnight, on the _____ day of _____ next ensuing.
Given under my hand this _____ day of _____ one thousand eight hundred and _____

Chief Inspector.

THE SECOND SCHEDULE.

To the Board of License Commissioners of the License District of _____ We, the undersigned Electors of polling sub-division number _____ of the _____ wherein are situate the premises in respect of which X.Y., is applying for a _____ license for the ensuing license year, do hereby certify that X. Y., the applicant for the said license, is a fit and proper person to be licensed to sell liquors and to keep a _____; and that the premises in which the said X.Y., proposes to carry on the business for which he seeks a license, are, in our opinion, suitable therefor, and that the same are situate in a place where the carrying on of the said business will not be an annoyance to the public generally.

And we have hereunto appended our names, and the distances approximately, at which we respectively reside, or own property, from the said premises for which the license is sought.

Signatures,

} Distance of premises respectively from premises sought to be licensed.

THE THIRD SCHEDULE.

FORM OF BOND BY APPLICANT FOR A HOTEL, SALOON OR SHOP LICENSE.

Know all men by these presents, that we, T. U., of _____, V.W., of _____, and X. Y., of _____, are held and firmly bound unto Her Majesty Queen Victoria, Her Heirs and Successors, in the sum of eight hundred dollars of good and lawful money of Canada—that is to say, the said T. U., in the sum of five hundred dollars, the said V. W., in the sum of one hundred and fifty dollars, and the said X. Y., in the sum of one hundred and fifty dollars of like good and lawful money, for payment of which well and truly to be made, we bind ourselves and each of us, our heirs, executors, and administrators firmly by these presents.

Whereas the above bounden T. U. is about to obtain a license to keep an hotel (or saloon, or shop for the sale of liquor, as the case may be) in the _____ of _____; the condition of this obligation is such, that if the said T. U. pays all fines and penalties which he may be condemned to pay for any offence against any statute or other provision having the force of law, now or hereafter to be in force, relative to any hotel (or saloon, or shop for the sale of liquor, as the case may be), and does, performs and observes all the requirements thereof, and conforms to all rules and

regulations that are or may be established by competent authority in such behalf; then this obligation shall be null and void, otherwise it shall remain in full force, virtue, and effect.

In witness whereof, we have signed these presents with our hands, and sealed them with our seals, this day of , A.D. one thousand eight hundred and

Signed, sealed, and delivered }
in the presence of us }

T. U. [L. S.]
V. W. [L. S.]
X. Y. [L. S.]

THE FOURTH SCHEDULE.

FORMS FOR DESCRIBING OFFENCES.

1. *Neglecting to keep license exposed.*

"That X. Y., having a license for sale by wholesale [or a shop, or an hotel, or a saloon, or a vessel license] on at unlawfully and wilfully (or negligently) omitted to expose the said license in his warehouse [or shop, or in the bar-room of his hotel or saloon, or in the saloon, or cabin of his vessel," *as the case may be*].

2. *Neglecting to exhibit notice of license.*

"That X. Y., being the keeper of an hotel [or saloon, or shop] in respect of which a license has duly issued and is in force, on at unlawfully failed to exhibit over the door of such hotel, (or saloon or shop), in large letters the words 'Licensed to sell spirituous or fermented liquors,' as required by 'The Liquor License Act, 1883.'"

3. *Sale without license.*

"That X. Y., on the day in the year of our Lord one thousand eight hundred and at in the of unlawfully did sell liquor without the license therefor by law required."

4. *Keeping liquor without license.*

"That X. Y., on at unlawfully did keep liquor for the purpose of sale, barter and traffic therein, without the license therefor by law required."

5. *Sale of liquor on licensed premises during prohibited hours.*

"That X. Y., on at in his premises [or on, or out of, or from his premises] being a place where liquor may be sold, unlawfully did sell [or dispose of] liquor during the time prohibited by 'The Liquor License Act, 1883,' for the sale of the same, without any requisition for medical purposes as required by the said Act being produced by the vendee or his agent."

6. *Allowing liquor to be drunk on licensed premises during prohibited hours.*

"That X. Y., on at in his premises, being a place where liquor may be [or is] sold by retail [or wholesale], unlawfully did allow [or permit] liquor to be drunk in such place during the time prohibited by 'The Liquor License Act, 1883,' for the sale of the same, by a person other than the licensee, or some member of his family, or a lodger in his house."

7. *Sale of less than one imperial pint under shop license.*

"That X. Y. having a shop license, on at unlawfully did sell liquor in less quantity than one imperial pint."

8. *Sale under wholesale license in less than wholesale quantities.*

"That X. Y. having a license to sell by wholesale, on _____ at _____ unlawfully did sell liquor in less quantity than two gallons [or, than one dozen reputed quart bottles.]"

9. *Allowing liquor to be consumed in shop.*

"That X. Y., having a shop license, on _____ at _____ unlawfully did allow liquor sold by him (or in his possession), and for the sale of which a license is required, to be consumed within his shop [or within the building of which his shop forms part, or within a building which communicates by an entrance with his shop], by a purchaser of such liquor [or, by a person not usually resident within the building of which such shop forms a part]."

10. *Allowing liquor to be consumed on premises under wholesale license.*

"That X. Y., having a license to sell liquor by wholesale, on _____ at _____ unlawfully did allow liquor sold by him [or in his possession for sale] and for the sale of which such license is required, to be consumed within his warehouse [or shop, or within a building which forms part of (or is appurtenant to or which communicates by an entrance with) a warehouse or shop, or premises wherein an article to be sold (or disposed of) under such license, is sold by retail (or wherein there is kept a broken package of an article for sale under such license)]."

11. *Illegal sale by druggists.*

"That X. Y., being a chemist [or druggist] on _____ at _____ did unlawfully sell liquor for other than strictly medicinal purposes [or sell liquor in packages of more than six ounces at one time without a certificate from any registered medical practitioner, or sell liquor without recording the same], as required by 'The Liquor License Act, 1883.'"

12. *Illegal sale under vessel license.*

"That X. Y. being authorized to sell liquor on board a vessel called the _____ on _____ at _____ unlawfully did sell [or dispose of] liquor to be consumed by a person other than a passenger [or otherwise than as permitted by 'The Liquor License Act 1883']."

13. *Keeping a disorderly house.*

"That X. Y. being the keeper of an hotel [or saloon, or house of public entertainment], situate in the City [or Town, or Village, or Township], of _____ in the County of _____ on _____ in his said hotel [or saloon or house] unlawfully did sanction [or allow] gambling, [or riotous, or disorderly conduct] in his said hotel [or saloon or house]."

14. *Harbouring constables on duty.*

"That X. Y. being licensed to sell liquor, at _____ on _____ unlawfully and knowingly did harbour [or entertain or suffer to abide and remain on his premises] O. P., a constable belonging to a police force, during a part of the time appointed for his being on duty, and not for the purpose of quelling a disturbance or restoring order, or executing his duty."

15. *Compromising or compounding a prosecution.*

"That X. Y., having violated a provision of "The Liquor License Act 1883," on _____ at _____ unlawfully did compromise [or compound, or settle, or offer, or attempt to compromise, compound or settle], the offence with A. B. with the view of preventing any complaint being made in respect thereof [or with the view of getting rid of or of stopping, or of having the complaint made in respect thereof dismissed, as the case may be]."

16. *Being concerned in compromising a prosecution.*

"That X. Y., on at unlawfully was concerned in [or a party to] a compromise [or a composition, or a settlement] of an offence committed by O. P., against a provision of 'The Liquor License Act 1883.'"

17. *Tampering with a witness.*

"That X. Y., on a certain prosecution under 'The Liquor License Act, 1883,' on at unlawfully did tamper with O. P., a witness in such prosecution before [or after] he was summoned [or appeared] as such witness on a trial [or proceeding] under the said Act [or unlawfully did induce, or attempt to induce O. P., a witness in such prosecution, to absent himself, or to swear falsely]."

18. *Refusing to admit policeman.*

"That X. Y., on at being in (or having charge of) the premises of O. P., being a place where liquor is sold [or reputed to be sold], unlawfully did refuse [or fail] to admit [or did obstruct or attempt to obstruct] E. F., an officer demanding to enter in the execution of his duty [or did obstruct or attempt to obstruct E. F., an officer making searches in the said premises, and in the premises connected with such place]."

19. *Officer refusing to prosecute.*

"That X. Y., being a police officer [or constable, or Inspector of Licenses] in and for the Township of , in the County of knowing that O. P. had, on at committed an offence against a provision of 'The Liquor License Act 1883,' unlawfully and wilfully did and still does neglect to prosecute the said O. P., for his said offence."

20. *Refusing or failing to supply lodging, meals, or accommodation to travellers.*

"That F. X., being the keeper of an hotel, in respect of which an hotel license has duly issued, and is in force, on at unlawfully failed or refused personally (or through some one acting on his behalf), to supply lodging, meals or accommodation to a traveller as required by "The Liquor License Act 1883."

21. *Selling liquor to any one under sixteen years of age.*

"That X. Y., on unlawfully did sanction (or allow) to be supplied, in his licensed premises, by purchase (or otherwise) liquor to a person apparently under the age of sixteen years, not being a resident on the premises, or a *bond fide* guest, lodger, or traveller."

22. *Allowing internal communication between licensed and unlicensed premises.*

"That X. Y., on unlawfully did sanction (or allow) to be made or used, an internal communication between his licensed premises and unlicensed premises which are used for public entertainments and resort (or as a refreshment house)."

23. *Selling adulterated liquor.*

"That X. Y., on unlawfully did sell (or offer for sale) liquor with which were mixed ingredients or materials injurious to the health of persons drinking the same."

24. *Obtaining liquor by false representations.*

"That X. Y. on unlawfully did, by falsely representing himself to be a lodger, buy or obtain (or attempt to buy or obtain) at liquor during the period during which such premises are required to be closed in pursuance of "The Liquor License Act, 1883."

**CERTIFICATE OF THE BOARD OF LICENSE COMMISSIONERS TO BE
GRANTED TO THE APPLICANT FOR A LICENSE.**

We, the undersigned, being the License Commissioners (or the Majority of the Board of the License Commissioners) for the License District of **certify** that **X. Y.** has complied with the requirements of the law, and with the regulations and requirements of the Board, and in the opinion of the undersigned is entitled to a **license** to the house to be known as **situate**

Given under our hands this **day of** **one thousand**
eight hundred and

(Signatures.)

REPORT OF THE SUB-COMMITTEE OF THE SELECT COMMITTEE ON
THE UNRESTRAINED SALE OF INTOXICATING LIQUORS.

HOUSE OF COMMONS.

COMMITTEE ROOM No. 8, Friday, 20th April, 1883.

The Sub-Committee met at 10:30 o'clock, Mr. McCARTHY in the Chair.

On the motion of Mr. ROYAL, seconded by Mr. BURNS, a deputation from the Ontario Trades Benevolent Association was heard.

A. G. Hodge said:

"I may state that we are a deputation from the Ontario Trades Benevolent Association, which is an association composed exclusively of distillers, brewers, wholesale liquor merchants and hotel-keepers. We now number 2,500 strong. The objects of our Association are the keeping of our trade respectable, getting it into the hands of respectable men who will obey the law, and if we know there are law-breakers in the ranks, we endeavor to see that the licenses are taken away from them and put into the hands of men who will obey the laws. We are in favor of a very strict license law, in some respects even stricter than the Crooks Act which we now have; but, while making it strict, we want you to endeavor not to make it so strict that those who are willing to obey the law strictly cannot do so; because, if any of the clauses are too severe the respectable men cannot obey it as strictly as they would like, and it weakens their hands in making those who are anxious to break the law on any excuse, keep it strictly. One of the greatest objections to the Crooks Act at present is the political aspect of our Commissioners. Many places have not felt it so much as others, but in some it has been very injurious to the trade. It has hampered them a great deal and has prevented respectable men engaging in it in certain districts. We would like to see it placed in the hands of a Board. It has been discussed a great deal what this Board should be, but we have come to the conclusion that the county Judge, the Warden of the county or Mayor of the city, and one appointed by the Government, to act as a Board of Commissioners, would give satisfaction to all classes of the community, both extreme temperance men, the moderate men, and those engaged in the trade, who are sometimes thought to hold views too much the other way; and also that the Inspectors, instead of being appointed by the Government, as at present, should be appointed by the different License Boards in each county. At our annual meeting in December, this matter came up very fully for discussion, and, with your permission, I will read you the resolutions passed at that meeting, with a few of the objections we had to the present Crooks Act in Ontario, although as an Act generally, we regard it favourably:—

"We are in favor of the Government placing a limit on the number of licenses to be issued, but we would suggest, however, that any municipality might petition to have the limit extended in special cases, such as summer resorts, towns where there are large markets, and a few other causes which make it indispensable that extra accommodation should be furnished for the public.

"That so far as possible the License Law should be the same for the whole Dominion. We fully realize, however, that it will be impossible to have it absolutely so as what might suit one Province might not suit another in some little matter of detail.

"We would urge upon the Government the right of license holders to enjoy all the privileges of citizenship held by others. We claim that the license holders are as intelligent a class of individuals as in any other branch of commerce, and have as much at stake, therefore they have an equal right to a seat in our common councils."

According to the Crooks Act, a hotel-keeper or the holder of a retail license, who is very often one of the largest property-holders, is not allowed a seat in the council. At one time, when the licenses were granted by the municipal council, that was a very proper reservation, because they might be interested in granting their own

licences, but now that the issue of licenses is taken away altogether from the municipalities, we think that those hotel-keepers whom the people have sufficient confidence in, and who are large property-holders should have an equal right with anyone else to sit in the council. We have a number in the councils now, but it is done in a round-about way. They have to transfer their licenses to others, and there is an understanding that the ratepayers shall not petition against their return, because if they did, of course they could not take the oath that they were not interested in any license. We think this disability ought to be removed.

"That where a license has been withdrawn from a license-holder without good and satisfactory cause the license-holder shall have power to compel the Commissioners to show cause before a court of competent jurisdiction, and if the Judge should decide in favor of the license-holder it shall be compulsory for the Commissioner to issue the license forthwith."

Very often, when we have gone to the Commissioners to get licenses, they simply state—being a sort of Star Chamber and sitting with closed doors—that there is a complaint against the house. They do not say who made it or what it is, but simply: "You shall not have the license." Sometimes men have a spite against hotel-keepers who are their neighbors, and lay complaints without reason; and we should like to have a court where evidence may be taken on oath, and where the license-holder could bring forward his defence, and let these people prove that he is guilty of wrong-doing.

"When it is necessary at large gatherings such as exhibitions, fairs, &c., that refreshments should be sold for the accommodation of the public, we would recommend that permits be granted for the sale of ale, lager beer and native wine only, but that they should be given only to license-holders upon their showing that they had paid for the privilege of having a booth and that the Government should charge a fee of from \$5 to \$20 for the permits, according to length of time required and number of booths."

"At present the Crooks Act prohibits intoxicating liquors being sold at our provincial gatherings and fairs, but it is felt to be a necessity, when there are 30,000, 40,000 or 50,000 people on our grounds, as there sometimes are in Toronto, to have some refreshing drink, something to refresh the multitudes which will do as little harm as possible. So an arrangement is come to that they shall have booths and the Commissioners say: "We cannot give you a licence, but we will fine you two or three times instead of a license." In the City of Toronto there are a number of respectable men engaged in the business, and this does them a great deal of harm. They would gladly pay a privilege to these people to have a booth for the sale of ale and lager beer, and native wines only, but they do not like to have to go up as law-breakers, and have it used against them when they are asking for their licenses, although it is agreed that it shall not be.

"We would call your attention to the unsatisfactory working of the Saturday night 7 o'clock law, and ask for an extension to 9 o'clock. Several reasons for claiming this extension were enumerated and details given regarding the working of the law as it now stands.

"That the Province of Ontario is the only place in the whole world where a license law exists and licensed houses are required to close so early on Saturday nights. Even in Scotland where the Forbes Mackenzie Act exists, and which is one of the most stringent license laws, licensed houses are allowed to keep open till eleven on Saturday nights.

"When the seven o'clock law was first passed it was for the supposed benefit of the workmen, who at that time were invariably paid on the Saturday afternoons. Now that is altogether changed, as we will show you from the following statistics obtained by our local Association two years ago and published in the daily papers at that time. At that time there were statistics obtained from firms employing the following number of men, and who were paid at the following hours:—

Total number employed..... 10,312

Paid monthly.....	1,913
do fortnightly on Saturdays at noon.....	1,280
do other days than Saturdays.....	3,979

Leaving a fraction over one-third to be paid on Saturdays at the following hours:—

Paid at 12 o'clock, noon.....	663
do 2 do	70
do 3 do	92
do 4 do	1,661
do 5 do	402
do 6 do	252

There were also received statistics from firms in Hamilton employing 4,647 men paid as follows:—

Monthly and weekly on other days than Saturdays.....	2,886
Fortnightly on Saturdays	56
Weekly on Saturday, mostly before 4 o'clock.....	1,705

Statistics were also received from Kingston, Ottawa, London and several large towns, all showing the same results, therefore it will be perceived that so far as Toronto and Hamilton are concerned the Saturday night law is of no benefit to the workingman.

"That just as soon as the licensed houses are closed the unlicensed open and continue so until Monday morning without closing. These places have runners on the streets enticing people into them, and when they succeed in getting them there they never let them out until all their money is gone, in many instances it being taken from them after they have been drugged. These places could not exist with a Sunday business alone.

"That there are many who claim that it is an unjust law which prohibits them doing business, whilst those engaged in other branches of commerce are allowed to keep open; and that while they will not do a Sunday business, they feel perfectly justified in selling on a Saturday night, which is a great injustice to those in the trade who endeavor to obey the laws strictly.

"That in all places, outside of cities, where the hotels are not so closely watched they do not suffer so much from unlicensed houses, because the licensed houses themselves do the business that the unlicensed do in cities, but they suffer again from another evil. Having given in to the solicitations of their friends on Saturday night, these same parties urge them again to break the law on Sunday, on the strength of the previous breach. Even in cities there are very few who can live strictly up to the Saturday night law as at present constituted, no matter how much they may try.

"That should we get the Saturday night extension we are willing that the penalty for an infringement of the law should be as severe as the most ardent prohibitionist might desire. That for a Sunday conviction we are perfectly satisfied that the penalty should be a fine of fifty dollars for a first offence and a forfeiture of license for a second."

As far as the Crooks Act is concerned, all hotels are allowed to sell to their guests between 7 o'clock on Saturday night and 6 o'clock on Monday morning. That is too great a privilege for the hotels, and many of them break it. If it is absolutely necessary that some of the guests should get refreshments from the bar on Sunday—I do not say it is necessary, but if it is—the hours should be restricted. Say in the morning from 9 o'clock, it might be distinctly understood that the bars could be open for the supply of liquor to the guests in their bed rooms. They might be again open for the purpose of carrying liquor to the dining room from half-past twelve to two, and perhaps again for an hour in the evening, from half-past five to half-past six—not for anyone to go into the bar, but for anyone to order up to his room what he wants. At present the law allows a guest to get liquor at any time from 7 o'clock on Saturday night to 6 o'clock on Monday morning, and that necessitates the hotel-keeper keeping a man in the bar to supply the guests when they ring the bell. Outsiders know this, and from friendship or intimidation, or other causes, they come and insist

on being supplied also, making these hotels do a large business on Sunday, when I know it is often their wish not to do so. That should be stopped or the hours should be shortened.

“That the law should be made so as to punish the purchaser of liquor during prohibited hours as well as the sellers, so as to put a stop to their pressing solicitations to bartenders and others to break the law. Also that the police force should be used to detect the illicit houses and houses and hotels that break the law, and thus doing away with the irresponsible detectives who are now employed, many of whom are of the criminal class.”

We have suffered a good deal in the West from this class of informers. They come around and give all sorts of excuses to get liquor. Three weeks ago I had a case of my own. The Grand Trunk Station is just across the road from my house; and one Sunday a boy rushed over from the train which had just come in and said there was a person very ill, and wanted some brandy. I refused to give it, and the little fellow cried when I would not; and two or three gentlemen who were there urged me to give it to him. Just then a policeman came over to look for someone, and I asked him if someone was sick on the train, and he said, no. The boy ran off, and we caught him, with the two informers, up the street, who had sent him to try to get this bottle of rum from me to make a conviction. This has been done several times in the West; and it is very annoying. We are perfectly satisfied if the police are used; but these irresponsible persons would work upon your sympathies, and then turn round to inform on you and convict you.

“In conclusion, we would state that we are strongly in favor of a strict license law, but the moment any Government makes it too stringent by inserting clauses which it is impossible for the most law-abiding citizen to carry out, they are doing the trade a wrong, and injuring the welfare of the country at large, as the respectable men now engaged in the trade will leave it, and it will fall into the hands of a class who do not care for either laws or morality.”

These are the principal points. The Crooks Act, as an Act, we are perfectly satisfied with; but these few amendments, we think, would be for the benefit of the trade and the public.

Mr. Gigault :—What about the adulteration of liquors?

Mr. Hodge :—I would like very much to see a Government Inspector appointed to inspect all liquors. The respectable men of the trade would very much like to see it.

Mr. Gigault :—Is there much adulteration?

Mr. Hodge :—You do not require to go further than this City of Ottawa to see a great deal of adulteration. That is my experience.

Mr. Gigault :—You know the law in England on that?

Mr. Hodge :—Yes.

Mr. Gigault :—Do you think it would be a good thing to adopt?

Mr. Hodge :—Yes.

The Chairman :—Have your society ever considered whether it would work unfairly to the trade if the closing hours were placed at half-past ten or eleven on each night of the week?

Mr. Hodge :—We are perfectly satisfied with 11 o'clock. That is the law at present. But in Toronto trains come in at 11 o'clock from the east and from the west; but we invariably close at 11 o'clock. Perhaps we sometimes keep open a little later, but you cannot get a hotel open after 12 o'clock. I do not see how we could close before 11 o'clock and obey the law.

The Chairman :—Are the bars closed at 11 o'clock strictly?

Mr. Hodge :—That is the law, and generally they are.

Mr. Gigault :—Do you know what ingredients are generally used to adulterate?

Mr. Hodge :—I am not very well posted, not having done any of it myself. There is a wholesale merchant here with me, and I generally get my liquor from him.

Mr. Brecken :—What is it you represent?

Mr. Hodge :—The Licensed Trade of Ontario, representing hotel-keepers, distillers, brewers and liquor merchants. We have a membership of about 2,500. The objects

of our Association are the keeping of the trade in respectable hands, and having the laws so that we can obey them, and by obeying them make those who are anxious to break them do the same.

The Deputation then withdrew.

COMMITTEE ROOM, No. 8, Saturday, 21st April, 1883.

The Sub-Committee met; Mr. McCARTHY in the Chair.

The Hon. ALEXANDER VIDAL and Mr. GEORGE E. FOSTER, M.P., attended as a deputation on behalf of the Dominion Alliance for the Total Suppression of the Liquor Traffic, and were heard.

Mr. Foster:—I did not see Mr. Hodge's statement until a moment or two ago, and cannot give any very critical view on it. Mr. Hodge started out with saying that he was a deputation from the Ontario Trade Benevolent Association, 2,500 strong, the object of that being, I suppose, to show the political influence of that body. To state our position on that, the Alliance has branches formed and well organized in every Province of the Dominion, and may, I think, without any exaggeration, say it represents the best crystallized temperance sentiment of the country with reference to temperance matters, and has a very strong following all through the different Provinces. Mr. Hodge makes an objection to the Commissioners as appointed in the Crooks Law, and with that objection I do not think the Alliance find any fault. If the Commissioners and the Inspector are appointed in a partisan way, that is against the working of any law they have under their control, and I think the objection is well-founded on that score. He talks about the Commission to grant licenses just about the same as we have talked of—the County Judge, the Warden, and one man appointed by the Dominion Government. That removes it certainly further away from the partisan idea than where the whole three are appointed by any one Government. That seems to be what we settled on here; and then he says that the Inspector should be appointed by the Board. I know of no other way, and I think the Alliance knows no other way by which the Inspector could be appointed to do the work efficiently. If he is appointed by the Government, he is a partisan. If he is appointed by the Commissioners, it removes it as far as possible from that. That seems to be an idea that cannot be controverted. He asks that the Commissioners have power to extend from any limit we set. That will cause an endless deal of pressure and trouble. The moment you give the Commissioners power to extend the number, there will be pressure brought from this, that, and the other side upon the Commissioners. It will be an infinite deal of trouble on them. I think it would be better for you to put down what you consider a fair number, and let the Commissioners say: "We have the law to go by," and rest themselves upon the law, and so get out of that endless trouble. The point is made sometimes that a summer resort may be opened and a hotel license required. A fair answer is, that if such places were to be opened, it would generally be known and talked of beforehand and a license could be applied for. It would take some time to build it.

The Chairman:—But the point is this. For instance, we assume that four licenses for a thousand is a reasonable number for a population of that size. Suppose a summer hotel, like that at Caledonia, is established, and brings around it a very large population of its own during the summer months, but will not be used except during three months of the year. If you license it, for the other nine months you reduce the number practically to three.

Mr. Foster:—I do not think the community as a whole would think hardly of that reduction.

The Chairman:—But we must assume some limit, and we do that because we think it is needed. The difficulty is where we are to vest the power to deal with excep-

tional cases. There might be a place or two or three of this kind, and from the first of July to the middle of September they would bring a population of their own, and if they get licenses for a year, they are closed for nine months and afford no accommodation.

Mr. Foster :—The answer of the Alliance would be that these summer places of resort would be far more orderly and less liable to the temptations ordinarily found there without licenses.

The Chairman :—But you have to consider the guests who are accustomed to have wine at their dinner and in that sort of way. Can you conceive of an inn where they were denied the power to sell wine, beer, ale, or anything of that kind to their guests?

Mr. Foster :—Yes, I admit that. There are not many of these cases.

The Chairman :—I knew one case in my county, where, as a consequence, farmers coming to the grain market in summer had no places in which to put their horses.

Mr. Foster :—A liquor license is not necessary to providing stabling.

The Chairman :—As a matter of fact, people will not put up sheds and provide accommodation without that.

Mr. Foster :—Generally, where there are the requirements for accommodation, people are ready to meet them and pocket the fees.

The Chairman :—Mr. Gigault suggested that perhaps it might be left to the Minister of Justice or the Governor in Council.

Mr. Foster :—With reference to referring it to the Minister of Justice, it might be a certain amount of bother for him. It is a question for fair deliberation, I admit, what should be done in a matter of that kind; but what I desire to point out is, that giving a general discretion to the Commissioners would be bad.

Mr. Vidal :—There is discretion given to them for six months' licenses by the Ontario law now. Practically, it does open the door for a great abuse, but I do not see how you can help it. In the adjoining town to that in which I live, there is a station, at Point Edward, and last year the Commissioners issued an extra license over the legal number on that plea that it was a summer resort. It is not in any sense a summer resort. There are no more people there in summer than in winter, except that there is more travelling in summer than in winter; but we could not prevent it.

The Chairman :—I think it would be better to let one of the Ministers act. Perhaps we should put it on the Minister of Inland Revenue. Let him act on a report from the Board of Commissioners.

Mr. Vidal :—Do you not think this new Board would to a great extent cure the evil. I think, perhaps, your proposed Board might be entrusted with the power.

Mr. Foster :—I would place it under certain restrictions. Another plea of Mr. Hodge was, that political disabilities should be taken off. We have nothing to do with that here. Then, when the license is withdrawn from anyone who holds a license from the Commissioners, he wants a Court appointed and the license to bring evidence before the Board.

The Chairman :—That is quite inadmissible.

Mr. Foster :—Another point is of some importance, as to exhibitions and fair grounds. I suppose all would admit, with reference to these exhibitions and large gatherings of the people, that, whenever intoxicating liquors can be kept away from them, the day is far more orderly, and the people enjoy themselves far more than when liquor is sold. I have seen instances of that, and I think the people, the temperance people generally, are very strongly in favor of keeping liquor away from these fairs and exhibitions. Take the exhibition at Toronto. There are plenty of hotels where people can get all the liquor they want. Why should it be necessary to have stalls or booths where liquors are sold in the grounds themselves? It would be better for them to get the drinks at the hotels at which they stay, to which they go, or which they are in during the day. I think the temperance people would take a strong objection to that. It has been the subject of innumerable petitions to have

it restricted. That is a matter that ought to be cured, if liquor is now sold at these fairs against the law, by an evasion, instead of opening the door to legalized sale.

Mr. Burns :—Is not that a case where the Commissioners should be authorized to give a temporary license to a hotel? A hotel might be necessary in the vicinity of the exhibition.

Mr. Foster :—That might be sometimes, but generally, in these exhibitions and fairs, the primary idea is to place them where the people can be accommodated. They generally go to cities and towns where the accommodation is plentiful.

The Chairman :—Ordinarily that applies, but the only exception, I suppose, is in cities. It would not be necessary in regard to the ordinary fair in a village. But in Toronto it is a strong argument that they have found it necessary to violate the law to accommodate the public. Mr. Hodge suggested only a permit to sell lager beer, ale, and native wine.

Mr. Foster :—The moment you open a booth with the power to sell liquor, it becomes almost impossible to stop the sale of all kinds of liquors. Take Toronto for instance. A large number of people come in to these fairs in the morning, and go out at night. The idea of getting a stall in the fair ground is only to make a profit on the sale of intoxicating liquors. There are two classes of those who come—those who do not drink any—and those it would not help,—and those who do drink, and they have almost infinite opportunities to get liquor from the station up to the grounds, and at the hotels where they get their dinners, or which they are passing and re-passing. I do not think there is any necessity for the sale on the grounds. Mr. Hodge makes a plea for extending the Saturday night hours of closing from seven till nine. I do not suppose there is any reason in saying anything to this Committee against that. I do not think anything would create a greater feeling in Ontario than to extend the hours from seven to nine. Anyone who has read the discussions on the Sunday Closing Act in Ireland, will understand the plea for the early closing on Saturday nights.

The Chairman :—At what hour do they close in Dublin?

Mr. Foster :—Dublin has been exempted up to this time.

The Chairman :—By the Irish Act, I mean.

Mr. Foster :—I do not know what the hour is. That law refers to Sunday closing. The plea was made that it should include Saturday night, on the ground that a very large increase of drinking takes place on Saturday night, and, if it should be stopped, great good would accrue. The plea he puts is that the law was framed in the interests of workingmen who were paid on Saturday night, and now they are not. That does not alter at all the evil of having the houses open when workmen are through with their week's work and loiter around a little more than on other nights as they have not to work the next day, and so are drawn into these places. A few years ago an attempt was made to get the Ontario Legislature to extend the hour, but the feeling was very strong, and the Legislature, of course, refused to extend it. I do not think the Committee would entertain that.

The Chairman :—Do you agree that it is a fact that the moment the licensed houses close the unlicensed houses open?

Mr. Foster :—There is always, and I suppose will be for a great number of years, a good deal of the unlicensed sale of intoxicating liquors whether the licensed places are open or shut. The object in selling liquors is to make the gains from it, and whether there be a license law or not, there will always be a certain number who will try to evade the payment of license and sell for the purpose of making money. I have no doubt there are unlicensed places in Toronto, from which Mr. Hodge comes, but I have no doubt they are open during the licensed hours as well as outside of the licensed hours.

The Chairman :—You do not think his representation is correct, that the opening of the one is simultaneous with the closing of the other?

Mr. Foster :—I do not think that at all. It is a fatal ground to take, I think, that because some persons violate the law you must remove restrictions.

The Chairman :—But you may go ahead of public opinion?

Mr. Foster :—There may be some cases where you are so far ahead of public opinion that it inevitably has that effect, but I do not think it is so in this case.

The Chairman :—What do you think as to the Sunday restrictions? I think there is a good deal in what Mr. Hodge says.

Mr. Foster :—My experience of Ontario in the last two years has been that Sunday sale is almost a general thing—an unrestrained Sunday sale. Travelling through Ontario and stopping in cities, I have never yet stopped at a hotel in a city that I have not seen the Sunday sale almost unrestrained, and amongst the respectable men too, that he talks about not wishing to sell. I stopped in a city at one of the best hotels, kept by a very respectable man, and I remember in twenty minutes counting twenty-seven men who walked into the bar off the streets for their drinks. The inspector seemed not to care. He seemed to be appointed simply to draw his salary. That Sunday sale is very general all through the different Provinces. In the city of St. John it is very common, and it is a very great evil.

The Chairman :—Mr. Hodge says—If we are compelled to furnish the guests, we must have a person in attendance at the bar and keep it open, and others insist upon our selling to them. If they were to open for one or two hours in the middle of the day and at night, that would be a move in the right direction.

Mr. Foster :—Yes, they would close their bars and send the barkeeper away.

The Chairman :—He suggests that they should open, say, from half past twelve to two, and for an hour in the evening.

Mr Burns :—And in the morning.

The Chairman :—I do not think we should encourage early drinking.

Mr Foster :—I think, as a rule, with regard to the guests at a hotel, it would not be a hardship for them to supply themselves on Saturday night.

The Chairman :—Not if they drink at their meals. That would not do so much harm.

Mr. Vidal :—If you could close the door to the public and only supply the guests, it would not.

Mr. Foster :—I certainly think it would be better, if we could make them act up to it.

Mr. Chairman :—We cannot do that.

Mr. Foster :—I have strong hopes that under the new régime we shall have the law strictly kept up to, because Mr. Hodge says they are very respectable people, and want to live up to the law, and prevent others breaking it. The Alliance ask that the sale of groceries and other articles in connection with liquors be prohibited. That does not mean simply the glass sale, but the sale by bottle, quart or glass. I think the law in Ontario is that they cannot sell by the glass, although they do. They generally have a room off, or a place below, and they do sell by the glass. The reason for this movement is, in the first place, that the grocery can keep open at all hours of the day, and you cannot have the same regulation over its liquor-selling hours, as it is thought necessary to have over all places that sell liquor. They are open all the time, and you have no restraint over them. The other reason is that they sell their liquors, and it is a grocery store and not a liquor store, and everything goes in as "groceries." If a person goes there, it is to get groceries, and if a basket is sent home, it is groceries sent home, and the temptations are very strong, and almost irresistible in many places to buy liquors in that way; and in Great Britain at the present time there is a great agitation to abolish this, because of the immense increase of drinking among women.

Mr. Baker (Victoria) :—It comes heavy on the husbands.

Mr. Foster :—Yes, in a monetary point of view, and still more when he discovers that his wife, or, still worse, his daughter, has contracted a habit of drinking. It puts the grocery trade almost inevitably in the way of the liquor trade, because here is a grocery that makes a profit on the sale of liquors, and here is another that does not, and there is competition. This man can put his groceries at a point which would be ruinous to that man. I know cases where a man has determined that he would not sell liquors, but has been driven to sell them by competition.

The Chairman :—Would it not be better to restrict it simply to liquor and nothing else ?

Mr. Foster :—That is what I mean. Grocers should sell groceries and nothing else. We had it adopted in New Brunswick a few years ago. I was one of the Committee that urged it on the Government. After consideration, the Government passed a general law for the Province of New Brunswick, which was hailed with delight.

Mr. Burns :—It is inoperative to a large extent.

Mr. Foster :—I do not think so. I think, as a rule, it is lived up to. So far as I know the sentiment of the country, there is a very general sentiment in favor of separating the sale of liquor from the sale of all other kinds of goods, both among temperance men and others.

Mr. Vidal :—I think your doing that will half cure all the evils.

Mr. Foster :—If the Committee does that, it will earn for itself the gratitude of the country. The Alliance recommends the limitation of the number of licenses, and the point the Alliance placed in their resolution was two for the first thousand, and one for each additional thousand. This Committee may consider that that limit is too high.

Mr. Burns :—Do you mean all licenses ?

Mr. Foster :—All retail licenses—hotels, taverns, restaurants or anything else. But, certainly, I think the Committee would not be justified if they went below the Ontario standard, and I do not think the limit ought to be lessened in that respect. The next point they insisted upon was what has been conceded, that no present restriction upon the traffic should be relaxed. I think Sir John A. Macdonald has stated that he did not propose to take off any restriction.

The Chairman :—Literally we may not be able to do that. We may have to assimilate the regulations.

Mr. Foster :—Then assimilate outwards instead of downwards.

Mr. Burns :—There is no limitation as to number now in New Brunswick. It will be a long step to get up to the Ontario standard.

Mr. Foster :—The next point is that a veto power be given to the people by requiring a certain number of voters to sign a petition before a license shall be granted by the Commissioners. I find in the British Columbia law that an application has to be made to two resident magistrates, and a petition of at least two-thirds of the residents, over twenty-one years of age, presented with the application. That does not apply to the cities. In Manitoba, outside of Winnipeg, the applicant must have the written recommendation of sixteen out of twenty of the nearest resident voters and householders. In Prince Edward Island, the applicant is to give public notice, signed by a Justice of the Peace for the school district, and a meeting of the ratepayers is to be called, and a majority of these have to vote in favor of the granting of the license.

Mr. Brecken :—It must be an actual majority of the district.

Mr. Foster :—A majority can petition against it in New Brunswick; and in Nova Scotia, it requires an application signed by two-thirds of the ratepayers in the polling district, and I am informed by the members from Nova Scotia that that has worked well. Another proof is that the veto of two-thirds of the ratepayers was in force in the different counties of Nova Scotia for a long time, and then the same provision was extended to the City of Halifax, and now a majority of the ratepayers in the license districts in that city are necessary to an application. I call your attention to the very strong petition from Quebec, signed by the Archbishop and Bishops, both Protestant and Catholic; and I think we will all agree that, whatever interest Protestant ministers may have in their parishioners, probably no set of religious teachers have a greater interest in their parishioners and in what takes place in the parish than the Catholic clergy; and they state their opinion "that the certificates necessary to obtain a license should be signed by a majority in the polling district, or, if this clause cannot be accorded, that at least the electors may prevent the granting of a license by petition signed by a greater number of resident electors

than those who signed the applicant's demand." Now, it may be said that this is a form of local option; and so it is, and I think it is one that may be adopted when you consider the form of your Commission. We are a Democratic people, and it is going a long distance to make a Board which is not directly responsible to the people, and a majority part of whom are not indirectly responsible. There are the County Judge, which is a life appointment; the man appointed by the Dominion Government, who practically will be appointed by the member for the county; and the Warden or Mayor, who is two removes from the people. I am quite willing that these should have the power. I like the idea of the Commission; but I think it is well also to give the people, who are directly interested, a veto power also.

The Chairman :—How would this do, that for the first application, either for the man or the house, he should require to produce a certificate from a certain number of the inhabitants in the locality or division, but, after a man has been keeping a house respectably from year to year, it might be put negatively—if a petition is presented against it?

Mr. Foster :—Yes, an affirmative petition first, and then keep it until there is a negative petition.

The Chairman :—The petition against it should be fatal to it.

Mr. Foster :—I think that is reasonable. A case is up in Toronto at this moment, the Wiman's Bath case. The Commissioners in Toronto have been practically irresponsible to the people. There is a case where there is a public benefit being started, and the moment there is a chance of a crowd of people coming together, the liquor seller wants to plant himself there and brings all kinds of influence to bear on the Commissioners.

Mr. Burns :—The anti-liquor selling people should have influence.

Mr. Foster :—Strange to say they do not seem to get the inside track so well.

The Chairman :—On the street on which I live in Toronto—Adelaide street—the Hon. Mr. Patton lives. A place was fitted up opposite to his house for a bar by one of the brewers, and he applied for a license. Mr. Patton is an energetic man and he kicked up a fuss and wrote to the newspapers and the license was not granted that year, but another year it was. He could not keep on agitating against it.

Mr. Foster :—There is a good deal of philosophy in that idea. In Manitoba, they require sixteen of the nearest twenty neighbors. In Montreal, in one part of the ward there is a church and a good set of people who did not want a liquor shop, and a man who wanted a license went to the other end of the ward and got the requisite number to sign his petition and so got his license. It is unfair to shove a licensed shop on people who do not want it. Another point: as to the penalties. Liquor selling is such a profitable kind of business that there is no use passing any laws unless there are adequate penalties and a method of enforcement, and I think that matter ought to take the attention of this Committee. One very adequate penalty is that recommended here by the Bishops and recommended by the Alliance and what—I think common sense would recommend—that, after a certain number of convictions in a year, the license should be forfeited, and, after a person has had his license forfeited, that he shall be ineligible to regain a license for from one to five years, at the discretion of the Commissioners. I would go more strongly for making that forfeiture consequent on the second offence. I would not put it on the first offence. Here is what the Bishops say about it: "That two convictions in a year for a violation of the License Law should cause the license to be revoked and render the guilty person absolutely ineligible for two years to obtain such a license." They speak of an absolute disqualification. It might be well to think whether it should not be somewhat discretionary in the hands of the Commissioners. The last point is what I have just mentioned, that a more thorough system of enforcement should be devised by the means of an Inspector. I believe in the inspectorship system, which takes away the informer system to a large extent and puts an active man at the head of the enforcement of the law.

The Chairman :—It should be the duty of the Inspector to examine the houses once a quarter.

Mr. Foster :—If you do that, they get into a routine way of going round, and, if the people know the Inspector is coming to make his official rounds, these places will be cleaned up each day he is in the neighborhood. The Inspector must be a man who is in sympathy with the law. You might as well put a burglar to prosecute thieves as a man in sympathy with the liquor traffic and against the law to prosecute for infractions of the law. The Inspector should be non-partisan and in sympathy with the law, and should give his whole time to the work.

Mr. Baker (Victoria) :—And you must pay him.

Mr. Foster :—Certainly. There is another point incidental to the last: that the selling of liquor to minors be prohibited under the Act. It is in some Provinces and not in others. And that the license be in no case granted to the house, but always to the person.

Mr. Brecken :—That it is not to be permanent to the house?

Mr. Foster :—Not to be really a vested right. We have always gone on the assumption that the license is really a permit for a year.

Mr. Gigault :—In our Province, the Councils have the right to prohibit the sale of liquors or reduce the number of houses. We should not do away with that?

Mr. Foster :—No.

Mr. Brecken :—Our law was a very good one.

Mr. Foster :—I should think a very good one.

Mr. Brecken :—Now, we have no inns in the country.

Mr. Foster :—In some respects that is a little disability, but in others a great good. I have found an inn in a rural community is a great place to spoil the young of the place.

Mr. Gigault :—For rural districts, I think we might have a larger number of population for each license than in cities.

Mr. Foster :—Yes.

Mr. Vidal :—They are so much more widely scattered that you have to go further to get the same population.

Mr. Vidal was invited to address the Committee, but endorsed *Mr. Foster's* statements.

COMMITTEE ROOM No. 8, Thursday, 10th May, 1883.

The Committee met.

Mr. McCarthy was elected Chairman, *pro tempore*.

A deputation, consisting of Messrs. Jos. Kavanagh, and P. Baskerville, M. P. P., of Ottawa, and A. G. Hodge and McCormack of Toronto, were heard.

Mr. Kavanagh :—*Mr. Chairman* and Gentlemen: We have seen a paragraph in the papers recently, stating that it is the intention of your Committee to recommend a change in the sale of intoxicating liquors. We are led also to believe that it is the intention of the Committee to recommend a place of business for the sale of intoxicating liquors altogether separate from groceries. We contend, being in the grocery business, that it is going to be a serious loss to merchants who have been in that business for a number of years, who have gone to a great expense in fitting up their places, and cannot get a separate place of business close to theirs to carry on that trade. Our Secretary has received communications from all parts of Canada in reference to this matter, and they all condemn it very strongly, indeed, as going to be a serious loss to them. Moreover, it will drive a great many of these people in the grocery business out of business altogether if such a law comes into force. I might mention my firm as an example, that, if such a clause comes into force, it will drive us out of business, and I think it will have the same effect with a great number of other people all over the country in our line of business. We received a petition from the grocers in Toronto against this Bill, and I will read it over to you.

To the Honorable the Committee ordered by the House of Commons appointed for the Regulation of the Traffic in Intoxicating Liquors.

We the Licensed Grocers, of the City of Toronto, having learnt that a Bill is to be introduced into your House, to regulate the Liquor Trade of the Dominion, in which there is a clause with the object of doing away with Grocers' Licenses, respectfully petition your honorable body against the contemplated change.

Your Petitioners have spent many years, have expended a great deal of enterprise and incurred vast expense in conducting their several businesses, and the above would most seriously affect the interests of a large number of people. Your Petitioners cannot see that the change would in any degree further the cause of temperance, but the reverse, and whilst failing to produce any good would be a source of very great inconvenience to the general public.

Your Petitioners do not ask for any limitation of inspection or less stringency in enforcing the law, but in consideration of the great hardship and loss in consequence of many long leases and large amount of capital invested, &c., they respectfully pray that the privileges they now enjoy be not taken away.

And your Petitioners will ever pray.—Signed.

Perkins, Ince & Co.....	Grocer.....	43 Front Street.
Thos. Kinnear & Co.....	do	47 do
Fitch & Davidson	do	36 Yonge Street.
F. McHardy & Co.....	do	69 Front Street, East.
James Burns, <i>per</i> A. E. Black	do	87 do do
McCormack Bros.....	do	431 Yonge Street.
G. Henderson & Co.....	do	376 Queen Street.
J. W. Lang & Co	do	31 Jarvis Street.
J. & F. G. Sinclair	do	102 Front Street, East.
E. K. Scoley.	do	35 St. Lawrence Market.
R. Dunbar	do	32 West Market.
W. J. Ramsay & Co.....	do	29 Church Street.
R. Donald.....	do	134 King Street, East.
Mills Bros.....	do	163 do do
Thos. Lumbers.....	do	152 do do
Toronto Tea Company.....	do	165 do do
Humphrey & Jackson	do	185 do do
John H. Hargrave	do	190 do do
E. S. Clarke.....	do	263, 265 do do
C. A. Burns... ..	do	320 do do
F. P. Brazill.....	do	443, 445 do do
A. O. Robinson.....	do	318 Milton Avenue.
M. J. Kelly	do	312 Gerrard Street.
David Foster.....	do	381 Parliament Street.
Edward Field.....	do	91 Bleeker Street.
Richard Nurse.....	do	376 Church Street.
John McArthur.....	do	440 do
D. F. Folchard.....	do	622½ Yonge Street.
T. H. George.....	do	681 do
James D. Lea.....	do	382 do
A. Certemy	do	232 Chestnut Street.
Charles Somers	do	120 do
Jas. McCleary.....	do	116 Centre Street
C. Marsland.....	do	2 D'Arcy Street.
James Clark.....	do	290 Spadina Avenue.
Maria J. Low.....	do	310 do
R. Taylor	do	198 Lippincott Street.
George Batty.....	do	88 Nassau Street.

George Paterson	Grocer.....	Corner St. Patrick Street, East.
R. Manly.....	do	Denison Avenue and Patrick Street.
W. Nightingale	do	45 Denison Avenue.
William Whitem	do	48 Arthur Street.
John Herbert.....	do	Bathurst and Robinson Streets.
S. Scriviner.....	do	Lumley do
M. Taylor, per J. H. T.....	do	46 Lumley Street.
Edward Amtis.....	do	37 Claremont Street.
Matthew Jackson.....	do	18 do
William Parkhill.....	do	658 Queen Street, West.
William Martin.....	do	682 do
Andrew Nelson	do	706 do
P. Vaughan	do	536 do
Thomas H. Noble.....	do	519 do
Robert Thompson.....	do	453 King Street, West.
C. Devlin.....	do	273 do
Samuel Hazlitt.....	do	394 Queen Street, West.
C. E. Vardon	do	447 do
H. Jordan	do	307 do
Caldwell & Hodgins	Grocers, &c	250 do West.
James A. Sloan	Grocer.....	172 do do
Henry Lindsay	do	60 King Street.
J. Berwick & Co.	do	139 do
Walter Grant.....	do &c.....	138 York Street.
James Paterson.....	do	176 do
Frank Britton	do	Queen Street, West.
Fisher & Co	do	322 Yonge Street.
Fulton, Michie & Co., per W. W. Jones.....	do	7 King Street, West.
James Shields & Co.....	do	Corner Yonge and Temperance Sts.
Peter MacDonald	do .....	.....
J. & W. McFarren.....	do	do Sherbourne and Queen Sts.
Samuel Wicks	do	do Sherbourne and Duches Sts.
W. Richardson.....	do	214 Queen Street, East.
James O'Hagan.....	do	340 do
Anthony Belmore.....	do	78 Sackville Street, East.
Wallace Bailey.....	do	341 Carlton Street.
Thomas Hall	do	201 Parliament Street.
P. Ellis	do	2 Sydenham Street.
P. Mulqueen.....	do	182 Wilton Avenue.
Gerrard Noble.....	do	146 do
W. R. Duggan.....	do	249 Church Street.
William Britton.....	do	211 do
J. J. Funston	do	224 do
R. McCorrie & Co	do	156 Yonge Street.
Jaffray & Ryan	do	244 do
Louis Egan.....	do	269 do
James Good & Co.....	do	220 do
Peter Nisbet	do	277 do
Charles Hays.....	do	187 Elizabeth Street.
R. Clark	do	182 Terauley Street.
Shields Bros.....	do	53 Elizabeth Street.
John Gregor.....	do	52 Terauley Street.

This petition is got up hurriedly, and is only from the City of Toronto, and we have been rather neglectful of our duty all over, otherwise we could have presented petitions from every city and town in Canada. In case any of these grocers have a long lease of their premises, and are deprived of selling liquors, it will be a very

serious matter with them indeed. It would drive them out of the grocery business altogether. They cannot be successful in the grocery business without the sale of liquors. Moreover, we contend that, if these liquor stores come into force, it will do temperance a great deal more injury than good.

Mr. Foster :—You speak of “our secretary.” Who is “our secretary”?

Mr. Kavanagh :—Mr. Hodge.

Mr. Hodge :—I do not think it is necessary for me to say any more than Mr. Kavanagh has said. We see by the *Mail* of yesterday that you are to allow shop licenses to the extent of three for the first 1,200, and one for 1,000 above that. That will give, in Toronto, over 100 licenses for the sale of liquor without groceries. That number of shops cannot exist and do a legitimate business. If you allow that, the great majority will become simply grog-shops. I spoke to the Chairman yesterday, in reference to the petition required for houses that are already licensed. I think there is an objection there; but the Chairman knows my views, so I will not detain the Committee on that point. I am in favour of all new houses having a petition signed; but I think it would be an injustice to those who already have licenses.

Mr. Burns :—In groceries, is liquor sold by retail or simply by the bottle?

Mr. Kavanagh :—We are not allowed to sell less than three half-pints.

Mr. Burns :—No liquor is allowed to be drunk on the premises?

Mr. Kavanagh :—No.

Mr. Baker :—You want a bottle license retained to the grocers?

Mr. Kavanagh :—Yes; and not to separate the shop license from the grocery, because we contend that it would be an injury to the cause of temperance. Because, if you take a respectable grocery store where ladies and everyone come in, no respectable grocer will allow a class of men to come into his store and sit around and loaf. It would be a detriment to his other business.

Mr. Brecken :—Do people, to your knowledge, drink in grocery stores?

Mr. Kavanagh :—Not to my knowledge.

Mr. Brecken :—You would be content for the law to remain as it is?

Mr. Kavanagh :—Certainly. That is, not to separate the shop license from the grocery. That is all we ask.

Mr. Burns :—Does the present law in Ontario confine the sale to three pints?

Mr. Kavanagh :—Three half-pints. There is an amendment under which virtually a three half-pint bottle answers the law.

Mr. Brecken :—What does a sample bottle contain—a flask?

Mr. Kavanagh :—Three gills; some contain half a pint.

Mr. Burns :—You are not allowed to sell those?

Mr. Kavanagh :—No; according to law.

Mr. Bowell :—The practice is to sell pint bottles wine measure?

Mr. Kavanagh :—Yes; the practice is. The great trouble is from the manner in which it is put up, and that these small stores encourage the sale of half-pints of liquor. But no respectable grocers will allow anything of the kind on the premises, because it would injure their business.

Mr. Bowell :—How about the bottle ordinarily called a pint bottle, such as English beer is put up in: are you allowed to sell this?

Mr. Kavanagh :—Yes.

Mr. Bowell :—They do not contain a pint?

Mr. Kavanagh :—No.

Mr. Bowell :—And yet you are allowed to sell them?

Mr. Kavanagh :—Yes.

Mr. Bowell :—Is there any special provision for that?

Mr. Kavanagh :—We sell them by the dozen and half dozen; not by the bottle.

Mr. Bowell :—But people can buy one of the quart bottles?

Mr. Kavanagh :—Yes. As a general thing, all merchants in business have a long lease of their place of business. Suppose we have a lease of four or five years

to run of our store, the minute this Act comes in force, it is either going to drive us out of the grocery into the liquor business, or out of business altogether.

Mr. Foster :—Will not people need as many groceries after the Act passes as before ?

Mr. Kavanagh :—Yes.

Mr. Foster :—Will there not be a trade necessary in groceries ?

Mr. Kavanagh :—The profits in our line of business all over the country are so small and there is so much competition, that I am satisfied that no grocer can carry on a successful grocery business alone.

Mr. Foster :—You live by the liquor business ?

Mr. Kavanagh :—No; by both combined.

Mr. Foster :—You say the grocery business alone would not pay.

Mr. Kavanagh :—We cannot successfully carry it on alone.

Mr. Foster :—Are there no towns or countries where people live by the grocery business alone ?

Mr. Kavanagh :—Yes, where there is no competition.

Mr. Foster :—Why should they not here ?

Mr. Kavanagh :—The business in Canada to-day is cut so fine that we could not do it.

Mr. Foster :—Is it not a fact that you lower the prices on your groceries and make your profits on your liquors ?

Mr. Kavanagh :—No; we base a certain percentage on all classes of goods.

The Chairman :—I do not think that you have touched the difficulty that presents itself to the Committee. The point is that there is a feeling that the sale of liquor where the sale of other commodities is allowed is used as a means of inducing people to buy what they do not want, and in corner groceries a good deal of tipping goes on. It does not apply to respectable grocers. We want to stop the tipping and abuse in these corner groceries.

Mr. Kavanagh :—We do not ask any restriction of the law. But if the law is carried out, if the Inspector does his duty properly, there will be none of that.

Mr. Burns :—Given any number of shops in which new liquors and groceries are allowed to be sold together, say a dozen. Suppose a Bill should pass in the direction which is indicated, that no liquor should be allowed to be sold where groceries are sold. Given a dozen establishments, what would be the result if that Bill passed ? How many of that dozen would remain groceries and how many would become liquor stores ?

Mr. Kavanagh :—I could hardly answer that.

Mr. Burns :—Give us an idea from your knowledge of the trade. Would it make the number of places in which liquor is sold less or more ?

Mr. Kavanagh :—I think it would make the places more virtually. I do not think it would benefit the cause of temperance.

Mr. Burns :—You think more would go out of the grocery trade than out of the liquor trade.

Mr. Kavanagh :—I think they would go out of the grocery trade into the liquor trade.

The Chairman :—It could not increase the total.

Mr. Kavanagh :—I think many would leave the grocery business and go into the liquor trade.

Mr. Bowell :—Because it is more profitable ?

Mr. Kavanagh :—Yes.

Mr. Hall :—If we assume that what you say is correct and leave the law as it is, we must conclude that a man could not safely go into the grocery business if he had conscientious scruples against the sale of liquor ?

Mr. Kavanagh :—It would. Yes.

Mr. Foster :—Do you think that is a good position to put the country in ?

Mr. Kavanagh :—No. It would happen with some.

Mr. Hall :—It would drive those out of that line of business who have convictions against the sale of liquor?

Mr. Kavanagh :—If he thought he would make more money in that, he would go out of the grocery business.

Mr. Hall :—A man who sells groceries alone could not compete against those who sell groceries and liquor together?

Mr. Kavanagh :—Not as well.

Mr. Brecken :—Do you know any grocery where liquor is not sold in Toronto?

Mr. Kavanagh :—I do not myself, nor do I in Ottawa.

Mr. Hodge :—There are one or two in Toronto. But the largest stores which did, had to cut their goods so fine against those who had the liquor, that they gave it up. I could buy from a grocer who had no liquors much cheaper than I could from a man who had the liquors there. I took advantage of the opportunity, but the result was that he only continued some six months. He could not exist at the prices he tried in order to cut the other grocers. I agree with the Chairman that there has been a great deal of evil done by corner grocers, but I would like to see the law made so stringent—it is known that he is breaking the law—that a grocer should have a forfeiture of his license and no chance of getting it back in such a case. There is no excuse for a grocer breaking the law; and when he is doing so, take away his license.

Mr. Foster :—Do you not consider it an evil that a grocer selling liquors cannot be subjected to the same supervision as a hotel-keeper as to the matter of hours?

Mr. Hodge :—I think groceries where liquors are sold should be under the same regulation as to hours that hotels are.

Mr. Howell :—They are not allowed to sell on Saturday night after a certain hour.

Mr. Hodge :—But they are allowed to sell other goods. They should close, and then it would give those grocers who have not licenses a chance, if they could keep open after the others were closed. I think, if a grocer has a retail license, he should be under the same law as to closing his complete establishment as a hotel-keeper, who cannot sell anything after hours, and he sells many things besides liquors.

Mr. Allison :—Are liquors sold on draught by grocers?

Mr. Hodge :—Yes, by the gallon—the wine gallon.

Mr. Burns :—Not as low as three half-pints?

Mr. Hodge :—Yes, I think a quart.

Mr. Kavanagh :—The law allows us to sell three half-pints. I might mention to the Committee that I go to the States pretty frequently, and in New York City there are a number of liquor stores and grocery stores separate. If you want liquor, you have to go to the liquor stores. The result is that you rarely go into one of them without finding loafers there. Scarcely any respectable person will go into them if they can get liquor anywhere else. There are always a number of loafers hanging around. It is an encouragement for them, and, in the long run, the liquor stores will be more disadvantageous to the public than at present.

Mr. Foster :—Are these stores in New York wholesale or retail?

Mr. Kavanagh :—Both. They are an encouragement for people to go and idle their time.

Mr. Foster :—They have bars?

Mr. Kavanagh :—Yes; bars too. They will go and hang round there, and in the long run they will be a nuisance to the neighborhood they are in.

Mr. Allison :—Suppose brandy, whiskey, and gin were excluded from grocery stores, could they live by the sale of beer and wine, bottled, alone?

Mr. Kavanagh :—If they were made prohibitory all over the country, not otherwise.

Mr. Foster :—Suppose we allowed you to sell beers and ales, and the like of that, and no spirits or distilled liquors, would that satisfy you?

Mr. Kavanagh :—I do not see how you are going to watch that.

Mr. Baker (Victoria) :—Do you not think the ground would be covered if you were allowed to sell liquor in bottles only—a bottle of brandy, wine or beer, in these particular packages and no other, not on draught at all; would you not be able to keep the grocery business together with that?

Mr. Kavanagh :—No. There is always in these cities a certain amount of trade from the country, and those people rarely buy a bottle of liquor. They bring their jug or quart or gallon along and get it filled, and that is a business we do largely, not only in Ottawa, but all over the country.

Mr. Baker (Victoria) :—But they could get it in other packages.

Mr. Kavanagh :—It costs a good deal more in bottles.

Mr. Burns :—A farmer would be compelled to pay 40 cents or 50 cents more for bottling?

Mr. Kavanagh :—Yes.

Mr. Foster :—What is the class of persons to whom you chiefly sell your liquors out of your grocery, and how do these people get them?

Mr. Kavanagh :—My own business for instance?

Mr. Foster :—Generally.

Mr. Kavanagh :—We have two places of business in this city. In one place our wine trade is pretty much confined to the city, and those families buy more on draught than in bottle.

Mr. Foster :—Do these people get the liquor alone or do you send it to them?

Mr. Kavanagh :—We send it to them in jars.

Mr. Foster :—Have you a liquor van or a grocery van?

Mr. Kavanagh :—We have one for both purposes.

Mr. Foster :—You send the liquor with the groceries?

Mr. Kavanagh :—Yes; a gentleman orders a bottle of wine, and his tea and sugar at the same time.

Mr. Foster :—No one seeing it going along the streets would know it was liquors?

Mr. Kavanagh :—They might think it was vinegar.

Mr. Burns :—As regards the bulk of your liquor trade, does it come from those who buy liquor only, or those who buy it with groceries?

Mr. Kavanagh :—With groceries.

Mr. Foster :—The hotel-keepers who deal with you in liquors buy groceries as well?

Mr. Kavanagh :—Everyone of them. If such a law comes into force it will have a serious effect.

Mr. Baker (Victoria) :—Are all you gentleman in the same class of business?

Mr. Hodge :—I am a hotel-keeper, and the others are grocers.

Mr. Foster :—Are the grocers a part of the Ontario Trade Benevolent Association?

Mr. Kavanagh :—We all belong to the one Association.

Mr. Foster :—So this is one part of the Association that was represented the other day.

Mr. Kavanagh :—Yes; a different branch. We are retail grocers.

Mr. Foster :—You belong to the same Association?

Mr. Kavanagh :—Yes.

Mr. McCormack :—There are about 97 licensed grocers in Toronto.

Mr. Hodge :—There are 125 applications this year.

Mr. Foster :—Are there no more than 97 grocers in Toronto?

Mr. Hodge :—Not licensed. There are a great many little corner groceries without a license.

The Chairman :—What did you mean about the number of 100 that you spoke of?

Mr. Hodge :—I say 100 retail stores could not sell liquor alone legitimately. If you are going to take the sale of liquors away from these grocers they could not possibly do a legitimate business.

Mr. Baskerville :—As I have been asked to come here, it is only right that I should offer one or two remarks, having an interest in the city and the country. I

think this matter is a very serious matter. I have an idea for 100 miles round Ottawa how people are circumstanced in business, and how hardware and dry goods and liquors are mixed up as well as liquors and groceries. Whether the Government or this Committee can see their way to separate liquor from other goods requires a good deal of consideration, and whether it is going to benefit the country or the people, and make the temperance cause better, I am not prepared to say at present. I think it is a very difficult matter to separate intoxicating liquors from general goods—a very serious matter—and whether it will produce a good effect or a greater amount of morality in the country, it is for you to consider. I am inclined to think it will not. I think the law, as it stands at the present time, if it was so put in force, that grocers are not allowed to sell less than three half-pints, and it is not allowed to be drunk on the premises, surely we cannot advance the cause of temperance any more and try to keep order than that. If parties wish to sell by the pint and half-pint, and allow people to come and drink at their counters in the presence of ladies, and get drunk, then the licenses should be taken away from them. That is the only way we can remedy it, and bring temperance and proper order and good resulting from the temperance cause, unless you see your way clear to do away with liquor altogether. If so, I am with you in that; although I have got a large stock of liquors, do away with it. Of course, it is a free country, and grievances exist in many places where good, honest men, wishing to serve the public, cannot get their licenses. That is a grievance to these men, but the Government sees otherwise. There is only one way to stop grocers selling less than a package, a bottle, or a flask from their shelves—not to allow less quantities to be taken out of their stores or drunk in their stores.

Mr. Bowell :—The trouble is the law is not put in force.

Mr. Baskerville :—It is very hard to watch indeed.

The deputation then withdrew.

REPORT.

The Select Standing Committee on Immigration and Colonization respectfully submit their first and final Report.

They have obtained evidence at their several sittings from the following gentlemen, on the subjects named :

John Lowe, Esq., the Secretary of the Department of Agriculture, on the operations of the Department during the year, with respect to Immigration.

Prof. A. C. R. Selwyn, Director of the Geological and Natural History Survey of Canada, on the economic mineral resources of the North-West, in relation to their availability for settlers.

Dr. George M. Dawson, Assistant Director of the Geological Survey, in further elucidation of the same subject, and on the mineral and forest resources, particularly with regard to the Province of British Columbia.

Dr. Robert Bell, Assistant Director of the Geological Survey, on the same subject, with particular reference to the Hudson's Bay region.

Prof. John Macoun, Botanist to the Geological Survey, on the adaptability for settlement, as shown by botanical evidences, of parts of the country from Gaspé to the Prairie region, and British Columbia.

The Committee submit, as a portion of the Report, the evidences of these gentlemen on the several subjects named.

As respects Immigration, during the past year, it appears from the evidence of Mr. Lowe, that the operations of the Department charged with that subject, were in the highest degree successful.

The number of immigrant settlers in Canada in 1882 reached the figure of 112,458 ; while in 1881 (which was considered a successful year) the numbers were only 47,991.

In addition to those settling in Canada, 80,692 immigrant passengers went through Canada to their places of destination in the Western United States.

This is a larger number than any recorded since 1868, and serves to show the growing popularity of the Canadian route, for through passengers to the western parts of the continent.

It was found that the property and effects brought into Canada by immigrants, and investors in the North-West, during the year, was not less than ten million dollars, apart altogether from the very much greater value to the Dominion at large, of the immigrants themselves, as settlers and producers, and also as consumers of dutiable and home manufactured goods ; thus stimulating at once manufacturing industry, and adding to the Customs and Excise revenues of the country.

The total amount of expenditure by the Minister of Agriculture, to procure this valuable result was during the year \$346,422.74. In this amount is included the cost of all the permanent immigration establishments in Canada, the United Kingdom and the continent of Europe.

The expenditure was larger than that of the previous year, the figures in 1881 being \$206,180.81.

The *per capita* cost of the immigration in 1882 was, however, only \$3.08, being very much less than the cost in any previous year.

A specially noticeable feature in the operations of the past year was the large and increasing number of immigrants from the United States as ascertained from a registration of arrivals, with entries of settlers goods, at the Custom Houses; the number of these was 30,554. In the year 1881 the number was only 15,404, that having been much larger than the returns showed in previous years. Amongst these arrivals in 1882 there were 20,857 Canadians against 9,821 in 1881.

These are gratifying features and there is reason to believe that they indicate the set of a current arising from two causes. First, The attractiveness of vast areas of rich lands which are being opened up for settlement in the Canadian North-West; and, Second, the stimulus to manufacturing industry as a reflex in part, of this settlement of new territory.

As respects the so-called exodus at the point of Port Huron, it appears, from Mr. Lowe's evidence, that while a claim is made by the Bureau of Statistics at Washington of an immigration from Canada of 71,424, the net difference between the ins and the outs, that is, between all passengers going from Canada to all parts of the United States at that point, as compared with the passengers from the United States to all parts in Canada, at the same point, was only 2,442, and the two railways which cross at Port Huron are the only means of communication for through travel, as respects the figures in question, worth any consideration.

The Committee were informed that the figures given, are of record in the Railway offices, and officially communicated; the claim, therefore, of a large emigration from Canada at that point appears to have no foundation to rest upon.

It was a satisfaction to the Committee further to learn, from the evidence of Mr. Lowe, that increased exertions are being made to promote immigration from Germany and the Scandinavian Kingdoms, with assuring prospects of success.

A greatly increased Irish immigration is promised during the present year, assisted partly by Mr. Tuke's Committee, and partly by the Imperial Government.

A feature of this immigration is that it will be, to a considerable extent, in families, for the placing or settlement of which the Committee are glad to learn that adequate exertions have been made.

It is believed that the immigration will be found to be of much economic value to the country, especially in view of the fact that assurances have been received that a careful selection of the families sent out will be made, with a view to their adaptability to settlement.

The evidence of Professor Selwyn furnishes interesting and important information respecting the lignite and coal deposits in the Prairie region and British Columbia.

The statements of this gentleman are marked by extreme carefulness. The observations which have been already made justify the statement that the coal and lignite deposits in the prairie region are of vast extent.

Lignite is found in the neighbourhood of the Souris, and this becomes true coal as the Rocky Mountains are neared.

The deposits extend from the frontier to the Peace River. They are particularly favourably situated for mining and transport by the line of the Canadian Pacific Railway. These enormous deposits seem to settle the question of the fuel supply of the North-West.

Professor Selwyn further furnished information of interest in relation to the coal supplies on the Pacific Coast in British Columbia.

The evidence of Professor Selwyn indicates the presence of petroleum over a considerable extent of country, in the North-West, which is a fact of great importance, as well for the use of settlers going into that section, as for the development of commerce, owing to the extraordinary demand for the product which has of late years sprung up from trans-Pacific countries.

Professor Selwyn also mentioned the presence of salt in the North-West, in sufficient supply for the wants of a large population.

For other statements made by Professor Selwyn in reference to gold, iron and other mineral deposits, and economic building materials, the Committee refer to his evidence.

The extent of experience and the painstaking observation of Dr. George M. Dawson, in British Columbia, give features of special interest to his evidence.

In relation to agriculture, that Province must be considered a mountainous country, but it is apparent, from the facts elicited, that agricultural operations will yet play a very important part in its future development.

Dr. Dawson estimates that the area of agricultural land, in that Province, east of the Fraser River, is about 1,500 square miles, of which about 500 may be easily utilized.

There are still large areas in the interior plateau, which cannot be so readily utilized at present, owing to their being off the proposed route of the Canadian Pacific Railway. There is, at all events, the fact of a sufficient extent of land, immediately available, to invite a very considerable immigration, coupled with further large areas well adapted for stock-raising, and which, at a future time, will be valuable for culture.

The facts respecting the climate of British Columbia are well established: On the coast it is mild and equable, while on the mainland the continental climatic conditions prevail, there being less humidity, and the degree of cold in proportion to the altitude.

The evidence of Dr. Dawson showed that British Columbia possesses great wealth in her forests. Those having interest in this subject, are referred to the report of his own words published herewith.

Of the very great fishing and mining interests (including gold, iron and coal mining) of British Columbia, Dr. Dawson furnished the Committee with full and valuable information. He said the gold-bearing schists of British Columbia were the geological equivalents of the gold-bearing rocks of California.

He stated that the coal of British Columbia has a marked superiority over the coals obtained at other points on the Western Coast, and in support of this position, furnished the results of tests which had been made by the War Department of the United States. These were to the effect, that to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo (British Columbia) coal, 2,400 lbs. of Seattle (Washington Territory) coal, 2,600 lbs. Coos Bay (Oregon) coal, and 2,600 lbs. of Mount Diablo (California) coal.

These tests, which, being made by the United States Government, are not likely to be partial to British Columbia, show a very large percentage in favour of our coal, which fully accounts for the high price it commands in the markets of San Francisco.

Dr. Dawson also points out the existence of very valuable deposits of iron ore in positions to be made easily available, from the close proximity of the coal supply.

Of the valley of the Peace River as an agricultural country, the opinion of Dr. Dawson is exceedingly favourable; he finds in that valley an area of 23,500 square miles adapted to agriculture, with especial reference to the growth of wheat.

He thinks the climate as good or better than that of Edmonton, on the Saskatchewan River, and speaking of the liability to summer frosts, he states that he did not find them of sufficient severity to injure the growth of wheat, saying that his observation had reference to an unusually unfavourable season, when he was in that country.

He said that the Peace River country is valuable for its gold and coal; and gave full and clear description of the coal and lignite deposits in the prairie region east of the Rocky Mountains, showing their very great extent; their value as fuel increasing as the Rocky Mountains were approached.

Dr. Bell, who spent six whole seasons in examining either the immediate shores of Hudson's Bay, or the country adjacent thereto, gave it as his opinion that there is a large tract to the southward and westward of James' Bay, which will, sooner or later, become valuable for agricultural purposes. He stated that he had surveyed all the principal rivers and canoe routes of that locality, and made excursions inland to examine the rocks and soil, and found what would be considered in Ontario good land and well wooded.

He further found the fisheries, minerals and timber on or near Hudson's Bay, to be sufficiently important to attract settlement. The particulars he gave on these several points were of much interest.

As respects the climate of that region in relation to agriculture, Dr. Bell pointed out that the land to which he referred, south and south-west of James' Bay, is in the latitude of Devonshire and Cornwall, England, and that the more southern portions of the region, have the latitudes of the northern parts of France. These latitudes would of course, give conditions of summer warmth, sufficient for agriculture, but with much greater winter cold.

As regards the length of the seasons, Dr. Bell stated that he had obtained an exact record of the opening and closing of the Albany River for fifty years. The average length of the open season was fully six months. At York Factory, he stated, there had been a record kept of the opening and closing of the Hayes River for more than fifty years, which showed that it had been open for an average of rather more than six months: he added that the average of the open season of the Nelson River was still longer.

The time of the opening and closing of the rivers affords an important indication of the length of the seasons, and it has also an important bearing on the question of the navigation of Hudson's Bay itself, respecting which the evidence of Dr. Bell contained many particulars of interest.

Referring to the mineral deposits, Dr. Bell said that iron ore in inexhaustible quantities was found on the East coast of the Bay, and on the islands northward from Cape Jones, the ore being of a very valuable kind, from the great amount of carbonate of manganese it contains, making it available for the manufacture of Bessemer steel. But there appears to be a serious question as to the adequacy of the fuel supply for its manufacture on the spot: Dr. Bell said that he had seen specimens of anthracite coal, supposed to exist on Long Island; but, he added, the quantity is not known to be great.

He furnished a long list of minerals known to exist in that region, many of them of commercial importance; the conditions for working them, however, are not at present favourable, whatever they may become in the future.

The geographical relations of Hudson's Bay to the central portions of the Dominion would naturally give it great importance, if it should be ascertained that the conditions of its navigation can be sufficiently relied upon.

This is a fact which makes the fullest information concerning it desirable. The statements of Dr. Bell himself are favourable. He said that the Bay itself was as open as the ocean in the same latitudes, the difficulties of navigation arising principally from the floating ice in the Straits, which, however, are said to be always so open that steamers might pass.

On the north of Lake Superior the explorations of Dr. Bell have been extensive. After leaving the very broken and rugged shores of the lake for some distance, he describes the finding of a *plateau*, about one hundred miles wide, which is, in his opinion, adapted to settlement, the altitude being from 1,300 to 1,500 feet above the sea.

The evidence of Professor Macoun contains information of much interest respecting the botanical characteristics of both the wooded and prairie regions in the north-

erly portions of the Dominion. He stated that the temperature of the five months, May, June, July, August and September, practically settled the question of the productiveness of any portion of the country, when the conditions of the land are favourable, quite apart from any meteorological facts in other months of the year.

He has made and classified extensive collections of the flora of the Dominion, and states that, with the exception of two or three plants which appear in the swampy and, therefore, colder region of the Saskatchewan country, the prairie flora of the North-West indicate a drier and warmer temperature than Ontario.

And with respect to summer frosts which are known to occur in places, over a large portion of the Continent of North America, he held that the conditions of their occurrence could scarcely be called climatic, and had little relation to the height of the land ; their presence being found in wet and swampy localities, the effect of the drainage of which, would be amelioration, and probably a perfect cure; the governing natural principle being apparently the same as that by which refrigeration is caused in hot countries, by wrapping bottles in wet cloths; and with regard to spring frosts, which so frequently injure fruit trees, Mr. Macoun stated that they caused much more damage in the United States than in Canada.

Mr. Macoun did not think that the apple and pear, as grown on our present stocks in the North-West, would be likely generally to succeed, but he pointed out the conditions of acclimatising from which success would likely come. What are called the Saltlands in the North-West, Mr. Macoun thought would ultimately be found the most valuable, and he did not find any conditions in which the supposed aridity of the southern portions of the Territory would prevent the growth of crops, but there were tracts where the unfavourable character of the soil would.

At the close of his evidence, Mr. Macoun incidentally furnished the Committee with some valuable information respecting the fish supply of the North-West, supported by some letters which are appended to his evidence; it appears to be beyond doubt, that the fish supply will be found to be, to a very considerable extent, available for a not unimportant portion of the food of the population.

With a view of furnishing reliable information to persons desirous of settling in Canada, with respect to opportunities for purchasing improved farms in the older Provinces of the Dominion, the Committee submitted the following list of questions to the Clerks and other officials of Townships and Parishes:—

1. Are there any farms for sale in your township or parish, and what number?
2. What is the character of the soil of such farms, the size, the average number of acres cleared, the character and extent of the improvements, and the price per acre?
3. What is the price per acre of land without improvements, and can you give generally the value of the improvements on an ordinary farm of, say, 100 acres?
4. What are the chief products raised in your neighborhood?
5. Can you give the ordinary yield per acre of wheat, barley, peas and oats, turnips and hay under fair cultivation, and what are the chances for stock raising?

6. Is the water in your locality good and in sufficient supply?
7. Is the supply of fuel and lumber sufficient, and what are the relative prices?
8. What facilities are there as respects markets, towns, villages, churches, schools and railways?
9. Give the amount of ordinary taxes—excluding special taxes in aid of railways or other enterprises—payable on, say, 100 acres of land on which there are fair buildings, such as house, barns, stables or out-houses, with, say, from 60 to 80 acres cleared and generally free from stumps?
10. What is the amount of the special terminable taxes for bonuses for the construction of railways or other public works in your locality, and when do they terminate?
11. Is there any demand for immigrant male or female servants in your neighborhood, and what is the extent of the demand?
12. State the wages per month—distinguishing between summer and winter rates—and by the year, and with or without board?
13. Is there any demand for mechanics. If so, what kind?
14. Please state generally any further facts you think it advisable for the Committee to know in the interest of Immigration, and particularly the reason for farms being offered for sale.

Answers have been received from forty-four Counties in the Province of Ontario twenty Counties in the Province of Quebec, twelve Counties in Nova Scotia, seven Counties in New Brunswick, and two Counties in Prince Edward Island, from which the Committee learn that improved farms may be obtained in all these Provinces at fair prices. That there is a large demand for agricultural labourers, and female domestic servants, at good wages. That whilst the demand for mechanics is not so urgent, a considerable number of that class can obtain employment.

The reasons assigned in most cases for persons being willing to sell their farms, is the desire to migrate to the North-West and obtain larger areas of land, and in some instances, a competence having been secured, a wish to retire from the business of farming.

A summary (by Counties) of the answers received, is appended herewith, as part of this Report.

Mr. Robert Romaine appeared before the Committee for the purpose of explaining the Steam Farmer, and a new system of laying out Towns and Township tram-roads as applicable to Prairie countries.

The Committee regret that the late period of the session at which Mr. Romaine's very interesting statement was made, prevented them from giving it that consideration, which the merits of the scheme may deserve; they are therefore unable to express an opinion as to the adaptability of this system to the existing condition of things in the North-West.

The Committee, before closing their Report, have great pleasure in stating that they have received very valuable information and assistance from Mr. John Lowe, Secretary of the Department of Agriculture and Immigration.

All which is respectfully submitted,

P. WHITE, *Chairman.*

Committee Room, May 17th, 1883.

HOUSE OF COMMONS, FRIDAY, 9th February, 1883.

Resolved : That Select Standing Committees of this House for the present Session, be appointed for the following purposes, viz :

1. On Privileges and Elections.
2. On Expiring Laws.
3. On Railways, Canals, and Telegraph Lines.
4. On Miscellaneous Private Bills.
5. On Standing Orders.
6. On Printing.
7. On Public Accounts.
8. On Banking and Commerce.
9. *Immigration and Colonization.*

Which said Committees shall severally be empowered to examine and enquire into all such matters and things as may be referred to them by the House ; and to report from time to time their observations and opinions thereon ; with power to send for persons, papers and records.

FRIDAY, 16th February, 1883.

Ordered—That Mr. Allen, Mr. Allison, Mr. Armstrong, Mr. Auger, Mr. Bain, Mr. Baker (Victoria), Mr. Barnard, Mr. Béchard, Mr. Bell, Mr. Benoit, Mr. Bilby, Mr. Blondeau, Mr. Bolduc, Mr. Bourassa, Mr. Bryson, Mr. Burnham, Mr. Burns, Mr. Campbell (Renfrew), Mr. Catudal, Mr. Cimon, Mr. Cochrane, Mr. Cockburn, Mr. Coughlin, Mr. Daly, Mr. Dawson, Mr. DeBeaujeu, Mr. Dickinson, Mr. Dugas, Mr. Farrow, Mr. Ferguson (Leeds and Grenville), Mr. Fisher, Mr. Fortin, Mr. Gagné, Mr. Girouard (Kent), Mr. Grandbois, Mr. Guilbault, Mr. Harley, Mr. Hawkins, Mr. Hay, Mr. Hickey, Mr. Homer, Mr. Hurteau, Mr. King, Mr. Kirk, Mr. Kranz, Mr. LaBrose, Mr. Mackintosh, Mr. McMillan (Huron), Mr. McMillan (Vaudreuil), Mr. McCraney, Mr. McNeill, Mr. Montplaisir, Mr. Orton, Mr. Paterson (Brant), Mr. Pinsonneault, Mr. Platt, Mr. Pope, Mr. Ray, Mr. Robertson (Hastings), Mr. Ross, (Lisgar), Mr. Royal, Mr. Scott, Mr. Somerville (Bruce), Mr. Springer, Mr. Sproule, Mr. Sutherland (Selkirk), Mr. Taylor, Mr. Trow, Mr. Tyrwhitt, Mr. Vail, Mr. Watson, Mr. White (Hastings), Mr. White (Renfrew), Mr. Wigle, Mr. Wilson, Mr. Woodworth, Mr. Wright and Mr. Yeo, do compose the said Committee on *Immigration and Colonization* ; and that the Quorum do consist of nine members.

[*Attest,*] J. G. BOURINOT, *Clerk.*

WEDNESDAY, 21st. February, 1883.

Ordered : That Messrs. Fairbank, Hesson, and Houde, be added to the said Committee.

[*Attest,*] J. G. BOURINOT, *Clerk.*

TUESDAY, 6th March, 1883.

Ordered : That the said Committee have leave to employ a short-hand Reporter to take down such evidence as they may deem necessary.

[*Attest,*] J. G. BOURINOT, *Clerk.*

MINUTES OF EVIDENCE.

THE OPERATIONS OF THE IMMIGRATION DEPARTMENT.

COMMITTEE ROOM,
March 14th, 1883.

The Select Standing Committee on Immigration and Colonization met, Mr. P. WHITE in the Chair.

Mr. JOHN LOWE, Secretary of the Department of Agriculture, called and examined :

By the Chairman :

Q. What is the chief feature of the immigration into Canada during the past year, by which I mean the actual—the calendar year?—All our departmental proceedings have reference to the calendar year. The leading feature of the immigration of the year was increased activity and increased numbers throughout.

Q. Can you give the numbers of immigrants who arrived?—Yes. The total gross number of immigrant arrivals in Canada during the calendar year was 193,150, of whom there were 80,692 who were simply passengers for the Western States, who passed over our transportation routes. As against the previous year, which was one of large increase also, as compared with the three previous years, the 193,150 stand against 117,000, which figures show the gross totals of arrivals in 1881. The net total of settlers in the country was 112,458 in the year 1882.

Q. How do these figures compare with the previous and former years?—I have already partly answered that question. The comparison of increase is exceedingly marked. Taking the settlers, which is the true test, we had 112,458 last year, against 47,991 the year previous; that was against 38,000 in the year before, and that against 40,000 in 1879, 29,000 in 1878, and 27,000 in 1877. That is the way the figures have run for six years past. I have spoken in round numbers—in thousands—leaving out the hundreds.

Q. You refer now to those who actually settled in the country?—The settlers; yes.

Q. What has been the character of the immigration? Have large numbers gone to the North-West?—The character of the immigration has been, on the whole, exceedingly advantageous, and very large numbers have gone to the North West. These have been out of all proportion larger than the numbers of previous years. The total number of arrivals in Manitoba and the North-West, according to the reports of the agents, that is, not including British Columbia, was 70,532, against 28,600 the previous year.

Q. What is the nature of the reports received by the Department respecting the settlers, as well in the old Provinces as in the North-West?—On the whole, very satisfactory; we have had no complaints. If there had been room for any serious complaints, or any want of success at all worth talking about, we should have heard it.

Q. Have all who came found employment, and have the demands for labour been satisfied?—All have found employment at very good wages, and the demands for labour have not been satisfied.

Q. What was the cost of the immigration, and how does this compare with the previous year?—The total cost of immigration, including all establishments in Europe and in Canada, was \$346,542—that is, for the calendar year. We make up our

accounts for the calendar year. I mention that, as possibly the figures I give may not show entire agreement with the figures of the fiscal year in the Public Accounts; but an addition of the two figures over a number of years will make an entire agreement.

Q. You have not fully answered that question. How does it compare with the previous year?—There is increase in cost. The total cost during the previous year was \$206,180, against \$346,542 during the past year.

Q. What number of publications were issued by the Department during the year, and what has been their general character?—The total number of publications of every kind issued by the Department during the year has been no less than 1,957,575. I have a list of those publications, if the Committee desires me to read it.

Q. I think it would be well to read a list of the publications?—There were 233,000 copies of the Governor General's speech at Winnipeg.

By Mr. Paterson (Brant):

Q. Can you put the prices in as you go on?—I have not brought the prices in detail, but I have the price of the whole. If the Committee desires it, I can bring a detailed list, with the prices added. Perhaps it might be as well that I should explain to the Committee, at this point, that all publications which are either bought by the Department, or which are printed by it, are paid for at a rate fixed by a scale of what is called the Ontario tariff, and audited by the Queen's Printer. We never buy any pamphlets from any authors except at a value established by the Queen's Printer. There were 39,800 of a pamphlet entitled "Mineral Resources;" 30,000 of a pamphlet on Prairie Lands; 20,000 of a pamphlet entitled "Resources of Canada;" 98,000 of a pamphlet containing a Report of Mr. Pringle, one of the tenant farmers' delegates; 30,000 of Mr. Macdougall's "Guide to Manitoba;" 50,000, during the calendar year, of a pamphlet entitled, "A Misrepresentation Exposed," in reference to the North-West and the Pacific Railway; 20,000 of a pamphlet entitled, "Le Nord-Ouest;" 25,700 of another pamphlet in French, "La Puissance du Canada;" 10,000 of a pamphlet in the Flemish language, for circulation in Belgium; 222,917 map leaflets of the North-West, with folders; and 225,125 maps, with directions, of the lands west of Manitoba; 60,000 Dominion maps; 157,275 maps of Manitoba; 13,000 maps of the North-West Territory; 11,000 maps of Manitoba lands; 61,000 maps of North-West lands; 40,000 of a pamphlet on the Eastern Townships; 120,000 views of various kinds; 50,000 "Prairie Farms;" 110,700 maps of the Governor General's itinerary, and 150,000 views of prairie farms in German—making the total which I have given, at a total cost of \$56,144. That includes paper and freight, and all charges which have been incidental to these pamphlets. It equals an average cost of 2·86 cents each.

By the Chairman:

Q. \$56,000 has been the total cost?—Yes, for all charges, including freight.

Q. How does the immigration to Canada from Europe compare with that to the United States?—The immigration to Canada from Europe has been marked by a very large percentage of increase, that is, 50 per cent. over the previous year, and 90 per cent. over the year 1880. The immigration to the United States during the year increased only by 3½ per cent., so that our increase has been very much more rapid, per cent., than that of the United States, although the numbers of immigrants to the United States are, of course, very much greater than those to Canada.

Q. Can you give us the number that went to the United States from the United Kingdom during that year?—The total number of passengers who left all ports in the United Kingdom for the United States, in 1882, according to the report of Mr. Griffin of the Board of Trade, was 295,539, out of a gross total of 413,288 to all places. The excess of emigrants over immigrants, among persons of British and Irish origin only, who went to the United States in 1882, was 153,435. The total number of immigrant arrivals at the Port of New York, for the fiscal year 1882, according to the report of Mr. Nimmo of the Washington Bureau, was 502,171. These figures show that the immigration into the United States from the Continent of Europe is very large.

Q. What amount of property was brought into the country by immigrants?—The amount of property that has been brought into the country by immigrants is very considerable. I have the figures in these papers. In connection with entries of settlers' goods at the Custom-houses, an amount of \$925,612 was ascertained, and so far as the agents at the different agencies were able to ascertain the amounts of money brought, they have reported figures to the extent of \$2,245,889, making \$3,171,501. These figures however, represent but a small proportion of the amounts of money brought into the country for investments during the year, in Manitoba and the North West. About \$8,000,000 were known to have been deposited in the Banks at Winnipeg by the middle of the year. It is therefore a moderate estimate to say, that \$10,000,000 were brought into Canada in 1882, as a direct result of the immigration operations in connection with the settlement of the North West.

Q. You get the number of settlers who come from the United States with entries of settlers' goods, do you not?—Yes; and on this point it is better that I should explain, that by an arrangement, the Department of Customs furnishes the Department of Agriculture on printed forms furnished by the latter, certain statements in connection with every entry of settlers goods. These forms give us the numbers of male and female adults, numbers of children, nationalities, and where the immigrants come from, and their place of destination. Therefore, these entries are an actual registration, name by name, and they are of the most precise possible kind. The number of entries of immigrants from the United States during the year thus ascertained, was not less than 30,541. It was unprecedentedly large as compared with any previous years. The year before it was 15,000; in 1880, 10,000; in 1879, 9,700; in 1878, 11,400; in 1876, 11,000, and in 1875, 8,100. I have left out the smaller figures, and stated round numbers merely for the sake of brevity.

By Mr. Hesson :

Q. Are the Customs Officers paid for getting this information at so much a family?—No; they do this simply as a part of their duty, at the request of the Minister of Customs. Canadian Customs Officers do not charge immigrants any fees for entries.

Q. If they were paid so much an entry for the work as in the United States, it would not be very reliable?—Probably not. The pay that Mr. Hesson refers to, is a fee of 90 cts. paid at Port Huron for entries of settlers effects. There is nothing of that kind in Canada.

Q. You think the figures you have given must be correct?—I have no doubt they are correct. They are from a registration by names.

By the Chairman :

Q. Do you get returns from your agents as well, at the Customs' Ports?—Formerly, before we adopted the recent system of getting these returns, the agents went round to the several Custom-houses, and from the books obtained the numbers of persons who had come in from the United States in connection with entries of settlers' goods.

By Mr. Farrow :

Q. You told us about the cost—the gross cost of the immigration. How does it compare *per capita*?—Of course, a large immigration means a very small cost *per capita*. The gross *per capita* cost was only \$3.08, that is, on all the immigrants; or, if you eliminate those who came in with entries of settlers' goods as has been done sometimes, it would make \$4.23; but my own personal opinion is, that the better way to take that *per capita* cost, is on the total number of immigrants. This calculation includes not only the sums of money which are immediately spent on or for immigrants, but also the cost of all establishments, permanent and other, both in Canada and Europe.

By Mr. Sproule :

Q. Have you any way of ascertaining the number who settled in each Province?—We can do this only approximately. Taking the settlers remaining at the point of Quebec as reported by Mr. Stafford there were 31,032 out of 41,800, and the greater part of these went to Ontario. Some of them went also to the North-West. At the Suspension Bridge, out of the large number of 64,000 which arrived there the greater part were passengers using the Canadian route for the Western States. But out of these were 5,779 settlers generally for Ontario. At the port of St. John, N. B., 1,431 were received, also *via* Portland, Me., 4,369, and at the port of Montreal *via* Boston and New York, 8,424. At the point of Manitoba 14,525 entered, other than the immigrants who arrived at the ports of Quebec, and other than the migrants who left the Province of Ontario, being in fact immigrants from the United States.

By the Chairman :

Q. Mostly settled in the North-West?—Yes, in Manitoba and the North-West.

By Mr. Kirk :

Q. Do you mean to say these were citizens of the United States?—My statement is that these 14,525 were persons who entered from the United States, and I have no doubt many of them were citizens. We have deducted from this number 17 per cent. for travellers or floating population, making a net immigration of 12,046 from the United States from Emerson to Fort Benton, at which point we have information that 1,200 entered. The newly opened Western lands have attracted immigrants from Wisconsin and other United States.

By Mr. McNeill :

Q. Have you any means of testing as to the numbers who may have left Canada to take up their abode in the United States?—We have no figures which would answer that question along the whole line of frontier. Very large claims of numbers are made in the statements published by the Bureau of Statistics at Washington, of the numbers of Canadians entering the United States at the point of Port Huron, but they are incorrect—in fact, very gross exaggerations, as I have reason to believe from having made a particular investigation.

Q. What is your own impression of the numbers?—The whole number, that is the balance of emigration from Canada at the point of Port Huron, was under 2,500, for the fiscal year ended June last.

By Mr. Bain :

Q. What were Mr. Nimmo's figures—the total?—His statement is, that the total emigration from Canada to the United States, during the fiscal year 1882, was 98,308, and that the number of those who entered at Port Huron was 71,424.

By Mr. Wilson :

Q. Will you explain to the Committee how you arrive at the conclusion that the number is not in excess of 2,000?—Under 2,500 I stated.

Q. When the figures indicated a much larger number?—Yes; the large figures I have given to the Committee.

Q. On what ground do you make that statement?—It is this: The only possible channel of travel for any numbers at the point of Port Huron is by the Grand Trunk Railway, which is the arterial road, and by the Sarnia Branch of the Great Western Railway. The numbers of the passengers by both these routes are of exact official record. The Companies have in their Audit Offices the exact points from which the tickets collected from the passengers were issued, and they have been tabulated.

The result shows, in round numbers, the figures which I have stated, that is, the net difference of passengers going both ways, to and from Canada, at that point.

Q. You are aware that there is another road that carries a very large number of emigrants both to and from Canada—that is, the Canada Southern, crossing at Amherstburg? You have left out of your calculation those carried by that road?—No; my statement was confined to the point of Port Huron, but when you have taken 71,000 out of 98,000, the remaining figures do not leave room for very much for a gross and much less a net emigration.

By Mr. McCranev :

Q. Have you any means of knowing whether there has been any considerable emigration from Manitoba into Dakota or the other Western States?—I have not the figures, but there undoubtedly is an emigration. The return of Mr. Nimmo for the fiscal year claims that the immigration into Minnesota is 1,164. I do not know precisely what those figures represent, but they appear to be the claim of the United States as to the immigration to Minnesota.

Q. And none for Dakota?—I do not see any figures for Dakota in the printed statement before me, but the figures I have given may represent emigrants from Manitoba. They would enter the United States by the railway in Minnesota, where they might pass over the river into Dakota; but I cannot tell whether these figures mean this. I simply give to the Committee those I find in Mr. Nimmo's statement.

By Mr. Watson :

Q. Those last figures are from Manitoba into Minnesota?—Minnesota joins the frontier of Manitoba, therefore such might be inferred.

Q. That is the total number they claim left Manitoba?—There are no other figures in Mr. Nimmo's statement that would have any relation to this. I refer to the bulletin sheet before me.

By Mr. Wilson.

Q. You mention that Port Huron is the principal point for emigrants to leave Canada. I suppose you mean by that, those living in Ontario, because certainly those coming from Quebec would hardly be inclined to go up to Port Huron and Amherstburg to cross over there; and in your statement that only 2,000 have left Canada and gone to the United States, you only refer to those who went by Port Huron. What about those going from Lower Canada?—I am afraid, from the terms of this question, I have not made myself quite clear. I only spoke with special reference to the point of Port Huron; and I said that, in view of the very large claim of 71,424 at that port, I did not find it very much worth while to go into great labour to examine the figures of the difference between that total and 98,000. But as a matter of fact, persons do go West and cross at the point of Port Huron, not only from Quebec, but from the Maritime Provinces.

By Mr. McNeill :

Q. You make out that out of that, only 2,000 or 3,000 would be correct?—Yes; that is, the net difference is under 2,500 in round numbers at the point I have stated. The exact figures are 2,422.

By Mr. Paterson (Brant) :

Q. Do you think the United States authorities would deliberately enter men as having entered at a port who did not enter at it?—I would rather that the Committee should make its own inferences from the figures. There are some things which I ascertained from my personal investigations I do not feel at liberty to state here, for personal reasons as regards my informants, and therefore I prefer not to go

into any question of that kind, but simply state the figures. I say that while the Washington Bureau claims that the emigration from Canada at the point of Port Huron, for the fiscal year ended June 30th, was 71,424, the net difference of all the travel is 2,422 in favour of the United States.

Q. I suppose you have no objection to waive your objections to an answer, and tell us all you know?—I have, at the request of the Minister of Agriculture, made an investigation and a report on that emigration, and I have stated fully in that report, the facts which are of a public nature. I do not feel at liberty to repeat statements obtained in personal conversations.

Q. You have not reported this year?—Yes, and my report is now in the possession of the Minister of Agriculture, and will probably come into the hands of this Committee.

Q. Are there any further grounds than those you have stated?—Yes, I have stated them at length in my report. The figures I have obtained from the railways are supported by a comparison of United States Census returns. We had not, when I made my previous report these returns for 1880. The volume of compendium of the United States Census for 1880 has just appeared. We are therefore able to make a comparison of the numbers of persons of Canadian birth in the different States, and the whole is corroborative. There is practically at present no emigration worth considering at Port Huron—not a net emigration. I do not mean to say that at certain seasons of the year considerable numbers of Canadians do not go to the lumber woods—go to Chicago—and back again, but when you put those figures together, the balance is 2,422.

By Mr. Bain :

Q. With reference to the railway transportation there, do you remember the number of passengers approximately, that the railways claim to have carried across to the American side there?—It is a very considerable number; the total is 118,387.

Q. I suppose it is really on that basis, however, that you reach your estimate of the number who have been carried in and out?—Yes; in the manner I have stated. The number of passengers carried each way are not in any manner estimates, but absolute, recorded facts.

By Mr. Kranz :

Q. Have you any other means of ascertaining the number of immigrants arriving by way of New York and Suspension Bridge than the Customs?—Yes; as respects the immigration from Europe. The numbers of immigrants who arrive by New York and the Suspension Bridge, are ascertained by the Dominion agent at Hamilton. He ascertains them from the railway officials.

Q. You have no interpreter or agent who speaks various languages at the Bridge?—Not at the Bridge, but at Hamilton.

Q. The Suspension Bridge is the place where most of them enter, and I know over 100 came to Canada through my instrumentality last year, and I believe you had no means of ascertaining that they came?—If they passed through Hamilton they would have been recorded by the agent.

Q. When they arrive at the Bridge, their baggage is looked over, and they are sent on as general passengers?—They go on to Hamilton and are recorded there.

By Mr. Trow :

Q. How many American citizens settled in Manitoba?—The total number of entries from the United States was 14,525.

Q. Have you any means of ascertaining whether they were transient travellers or *bona fide* settlers?—We have no means of ascertaining that with precision, but we have made an allowance of about 17 per cent. for passengers of that class, and we give

these not as absolute figures obtained by registration, but as nearly as they can be honestly ascertained by count. We have had on the trains at the point of Emerson an agent, Mr. Woodman, who has been engaged in that duty for several years. He meets every train, and makes an exact count, pencil in hand, and asks the passenger respecting his destination. Our figures of entries into Manitoba at Emerson are obtained in that way.

Q. Are you aware that young men with very little baggage, intending to make their purchases there, get off in many instances and go away?—That would come within our estimated deduction of 17 per cent.

(Mr. Trow here expressed to the Committee, the opinion that he did not believe 14,000 citizens of the United States had settled in Manitoba during the year 1882.)

Q. Where are they located principally?—I cannot answer as to location. My statement had simple reference to *entries* at two points. At Emerson and *vid* Fort Benton to the ranches. But I think it better here to explain in reference to Mr. Trow's remark, that I did not say that there was a net immigration of 14,525 American citizens at those points, but that this number of persons had entered from the United States, from whom 17 per cent. were deducted for floating population, leaving a net figure of 12,056 and that many of these were American citizens.

By Mr. Wilson:

Q. But the statement of Mr. Trow conveyed the idea that no definite statement was taken of the number or nationality of those coming in, or those who were likely to remain?—I stated that these were not matters of registration but a count of numbers as nearly and honestly as could be made. It is impossible, in the circumstances, to make it a matter of absolute record in the same way as the Customs entries or the record at Quebec or at Castle Garden. The nationality is ascertained.

By Mr. Paterson, (Brant):

Q. Deducting the United States entries for Port Huron, how many does that leave of the Canadians who have gone into the United States—24,000 did you not say?—It is 26,884.

Q. Taking out Port Huron, it leaves 26,000 at all the other points?—About that.

Q. If the United States report 71,000 at one port and it turns out to be only 2,000, is the same proportion to be taken for the other 26,000?—No, I do not think so by any means.

Then a different system prevails at the different ports of the United States in making these entries?—I have been to two or three of these ports and made careful enquiries. I do not think there is at any point a system which can be relied on to obtain a very exact return, but there is not elsewhere the gross exaggeration which is undoubted at the point of Port Huron.

Q. Have the officials at Port Huron different instructions from the Government?—I do not think that there is any difference in the instructions from Washington.

Q. Or difference in the forms?—No, but the entries at the inland U. S. ports of immigrants effects, would be the exact equivalent of our Customs entries of the same, and I think a comparison of these would be very interesting, if the U. S. returns could be obtained in the same way as ours, but I have not been able to get them, and have not seen them any where published.

Q. The officials at Port Huron, then, do wilfully—as they must do if there is 69,000 error out of 71,000—wilfully violate what is intended to be their instructions?—I confine my statement to this—that the fact of exaggeration is undoubted and demonstrated.

Q. And to that extent?—Yes. There was a test afforded for about a fortnight, in August. A capitation tax of 50 cents was levied at the point of Port Huron. And there ought to have come from it as many half-dollars as immigrants. It would have been necessary to levy it on every single passenger from Canada, and in fact

more, to reach their figures. As a matter of fact, it was levied and collected on an excursionist train in the month of August. A report of this was published in the *Toronto Globe*; the parties made an outcry, and the money was afterwards refunded. Almost immediately after that, there came an order to stop the levy of the tax.

Q. The 26,000 at the other points you think is about correct?—It may be as the gross emigration. But there is against that, the immigration.

Q. It would seem to point out that the emigration from Quebec and the Lower Provinces is much greater than from Ontario?—I am not prepared to answer that question. The U. S. census returns afford an indication for the whole decenniad.

By Mr. Trow.

Q. Do your agents keep any record of the returns from Manitoba?—The Press—are they counted as actual settlers?—The only record kept is that which I have stated, we make an allowance of about 17 per cent. for persons returning, and some of those who are apparently returning, are persons going back to get their families, and it especially happens from the Province of Ontario, that one man from the family goes first, makes the necessary selection of his homestead and his entries, and goes back again for his family.

Q. Is it probable that many Americans may enter the port of Emerson, and take that route to settle in Northern Dakotah, and we get credit for them? You know that is the general route?—I cannot answer that.

Q. They go to Emerson, to West Lynne, run up the northern boundary of Dakotah, and settle in Dakotah, while we get credit for them as settling in our country?—I cannot state the extent to which that may happen, but I may remark, the emigration from the United States—I especially mentioned the state of Wisconsin, is not unlike that which leaves the old Provinces of Ontario and Quebec. A farmer has sons, and the farm is rather small, and the son goes out in search of adventures. That class will be attracted where the most advantages are offered in the lands open for settlement.

By Mr. Kirk:—

Q. Have you any means of ascertaining the number of emigrants who leave Nova Scotia or New Brunswick for the United States, and of those of the United States who come into those Provinces?—There are the records of the routes of travel. The movements on the main channels by which these emigrants or immigrants go and come, are matters of record.

Q. The railways and steamboats?—Yes. There was a special report made the year before last by Mr. Johnson, showing those figures in Nova Scotia; the balance was not very large. We have also this year collected some figures of the same character, which show that the balance is very slight indeed now.

By Mr. Watson:

Q. You keep your account of those who go into the North-West on immigrants' trains?—We take all passengers.

By Mr. Kirk:—

Q. Do you pretend in the Maritime Provinces to take any account of those who go or return by vessel?—No; but I think that the emigration by sailing vessels must be very small. It is impossible to get anything like exact figures of that.

By Mr. Watson:—

Q. There must be a good deal of guess work about it. You speak of 14,000 going in from Minnesota and Dakota?—Not from Minnesota and Dakota alone, but from all parts.

By Mr. Fisher :—

Q. I understand the numbers are 71,000 at Port Huron, and 24,000 at other points?— 98,000 at all ports, and 71,000 at Port Huron in round numbers.

Q. Can you give us any information as to what ports in the United States those people have gone into, and what the relative numbers are of the other 27,000?—I have Mr. Nimmo's report here, of the total immigration by ports. I will read a list of the numbers. *Witness* here read the following:—Baltimore, 41,739; Boston 58,188; Detroit, 20,494; Huron, 71,424; Minnesota; 1,164; New Orleans, 3,142; New York, 502,171; Oregon, 7,368; Passamaquoddy, 3,148; Philadelphia, 36,284; Puget Sound, 1,174; San Francisco, 32,668; all other districts 10,039, making a total of 789,003.

Q. I mean the emigration from Canada into the United States. Those numbers you are giving must be from Europe? There are 27,000 people going into the United States from Canada otherwise than through Port Huron. I want information as to them?—The figures I read give the immigration from all points, including Canada. The 27,000 are in round numbers a subtraction from two totals. The gross alleged number of immigrants from Canada was 98,308, and those at the point of Port Huron 71,424.

Q. Those are the gross numbers at those ports. I want the numbers from Canada at the several ports?—Three ports in this table, Detroit, Port Huron and Minnesota, would represent immigrants from Canada. Those three ports are given thus:—20,494 Detroit, 71,424 Port Huron, 1,164 at Minnesota. These would not give the 98,308. The "all other districts" must include the balance.

Q. Is there any statement from Vermont or New Hampshire as to the number of Canadians from the Province of Quebec who have gone into the United States?—I suppose they are grouped under "all other districts."

Q. We know, as a matter of fact, that there is a very large emigration of French Canadians from the Province of Quebec into the United States?—There was.

Q. There has been a great deal of discussion as to how much of that, returns or has returned, and I wish to ascertain whether there are any statistics at your command to give us any information in regard to that?—I have no figures of that movement, but an intelligent inference respecting this fact may be made from a comparison of the United States Censuses. I have made such inferences in the report to which I have referred. As respects the movement of the French Canadians back to Canada, there are interesting facts in the Canadian returns of entries with settlers goods.

Q. In returning?—Yes. In the Province of Quebec 12,320 Canadians are entered with returns of that kind during the year.

Q. Coming in?—Yes, and that in absolute registration.

By Mr. Auger :

Q. Have you any way to ascertain how many emigrated on the Vermont Central at St. Annes?—We have the gross number of those who took tickets out and in, but we cannot separate the emigrants from the passengers except by getting the balance.

By Mr. Baker, (Victoria:)

Q. You mentioned the immigrants into Manitoba and the North-West Territories "exclusive of British Columbia". Do you know, or have you any means of ascertaining, how many immigrants actually went, outside of that number, into British Columbia?—We obtained a report from Mr. Trutch. He reported that there were 13,927 immigrants entered British Columbia during the calendar year, of whom 7,727 were Chinese. We afterwards sent a telegram to the Collector of Customs to get the figures of his returns. Mr. Hamlin's figures added a little to the number of Chinese, but it was thought better to insert Mr. Trutch's statement. There was not much difference.

Q. Of the numerous publications, nearly 2,000,000, published for the purpose of disseminating matters and aiding immigration into Canada generally, how much of the \$56,000 actually spent for that purpose, can be really directly traceable for any purpose or purposes of inciting persons to go into the Province of British Columbia?—In our general Guide Books or Hand Books we have always had one chapter on the Province of British Columbia, giving it certainly as much, and I think more, prominence than the other Provinces, but we have had no special pamphlet. It is, however, the intention to publish a special pamphlet in relation to British Columbia.

Q. During the past ten years, how much money can be really said to have been expended to assist immigration into that western Province?—There has been no money spent directly in assisting immigrants to cross the continent, but, so far as giving information respecting that Province is concerned, there has been a chapter in every general pamphlet since 1870, and the enquiries are very numerous respecting the Province of British Columbia. The difficulties in the way of immigration, have been in the expense of getting there. Immigrants from the United Kingdom, intending to go to British Columbia, have the same advantage in the assisted ocean passage as all others.

Q. Will there be any map of British Columbia, and any pamphlet to any appreciable extent published very shortly on the Province of British Columbia alone?—It is proposed to publish such pamphlet—not a bulky pamphlet—and to circulate large numbers. The pamphlet will have a map.

By Mr. Allen :

Q. Do I understand that the report is, that only 1,100 immigrants landed in Duluth, Minnesota from Canada?—No, I do not know that those figures refer to that point. My statement was that Mr. Joseph Nimmo, in his report to the Secretary of the Treasury, dated 31st July last, gives the number 1,164, as arriving at the Customs district of Minnesota.

Q. There are two lines of steamers running to Duluth, one from Collingwood and one from Owen Sound, and they take thousands of emigrants every year. Is any account kept of these?—As respects those going into Manitoba, they are all counted at Emerson. Those are included. The number of passengers carried by the boats might be easily obtained.

Q. In the 1,100?—I have no means of ascertaining that. I merely say United States officials have given 1,164 immigrants as arriving in Minnesota.

By Mr. Kirk :

Q. I understood you to state that there were only 26,000 emigrants said to have gone into the United States outside of Port Huron?—26,884 according to the statement of the Washington Bureau.

Q. Can you state how many of those went from Nova Scotia?—I cannot. There is no means of answering that question except by comparing the ins and the outs of passengers on the lines of communication between Nova Scotia and the United States.

Q. What lines do you mean?—The railway and steamboat lines. The numbers of passengers they carry are of record, and these will show the emigration and immigration.

Q. Are you aware that many emigrants from Nova Scotia go by the Port Huron route as well as by other routes?—Oh yes, and these are included in the figures I have given, but they are not separated.

Q. Then it is impossible to tell the extent of the emigration from Nova Scotia to the United States, even by the direct routes you keep an account of?—I am not able to state exactly the figures of emigration from Nova Scotia. The numbers of Nova Scotians in the United States are enumerated in the United States Census returns. The United States Census of 1880, gives the residents in the United States who were born in Nova Scotia, the census of 1870 does the same, and the balance of that would give you the numbers, if those figures are accepted.

By Mr. Burns:

Q. A record would be very easily kept?—We have a record of the totals.

By Mr. Somerville (Bruce):

Q. Can you state the number who left Goderich, Kincardine and Southampton by the Beatty line of boats, and how many left by the Georgian Bay for Duluth?—I could obtain these figures but I have not them with me. We do not count the immigration into Manitoba at that point.

Q. I do not mean into Manitoba. We want to know the emigration into the United States?—We have not taken any figures at those points. The steamers could give the returns

By Mr. Bain:

With reference to our operations in the foreign immigration field—have you any figures as to the nationalities of European immigrants?—At the point of Quebec only

Q. The gross arrivals or those who remained in Canada?—I will show you the figures. These figures, however, will not furnish you with the information you desire to get.

The gross figures would have been better.—We have only the record at Quebec. There were 20,000 English, 8,000 Irish, 4,000 Scotch, 1,000 Germans, 8,000 Scandinavians, and a few Icelanders, and 1,300 Jews.

Q. That was the special immigration under Sir A. T. Galt's direction?—Yes.

Q. Do you know anything of the success of that special immigration?—It has not been successful as a whole, but it has been in part.

Q. I observe that the Mennonite immigration appears to have died out altogether?—Yes. The period has expired when the Mennonites can leave Russia, and there were difficulties during the later years of the permission. The immigration would have been larger except for the difficulties connected with the conversion of their property and their getting money for their property which they could exchange on advantageous terms to enable them to leave Russia. That was the true reason which checked that immigration of late years.

I observe that for several years back the Scandinavian immigration has been pretty steadily large?—Yes.

Q. Is that confined to Norway and Sweden, or does it include Denmark and other countries?—It includes all the Scandinavian Kingdoms. That immigration, we have reason to believe, will be larger to Canada. But the drain has been very large. We are making special efforts to attract that and other continental immigration to the North-West.

Q. You had a deputation out here a year ago from Germany and Switzerland invited by the Department, had you not? Had you any beneficial effects from that?—Yes; I think very considerable.

By Mr. Hesson:—

Q. They have prepared a report?—Yes, they have prepared reports, and these are being largely circulated.

By Mr. Bain:—

Q. That is the report referred to in the figures you gave?—Yes.

Q. 150,000 are said to have been issued?—Yes; and more will be. The operations of the Department in Germany and Scandinavia, are very considerable.

Q. I see the the Irish immigration has somewhat increased last year as compared with the year before. I suppose that has been the result of some special effort there, has it?—Yes.

Q. I see it has risen from 3,000 to 8,000?—Yes, and I think the tendency is to rise still more. I may also inform the Committee further in reference to a question asked by the Chairman as to the character of the immigration and the prospects of the immigration for the coming year. It is not altogether a mere matter of opinion, but it is an inference based upon the reports of agents and booking agents from all parts of the Continent, and the reports from all the booking agents are really of the most favourable character.

Q. Do they indicate an increased number or improved quality?—Both; I think the immigration into Canada during the coming season will be more serious than ever before.

Q. Are they likely to be of the class that will have more capital?—Yes. The immigrants who are coming, with scarcely an exception, are of a class which will succeed here, and many of them have large means.

Q. Does that apply to those from Ireland?—Not particularly. The Irish being sent out have no means. Those interested in Irish emigration on the other side, are very anxious to have the emigration of families and not of single persons. The practical experience of the Immigration Department is that that the immigration of single persons is by far better. It is found as a rule that single persons come out and almost immediately afterwards they send for their friends, while, if we get a number of families on hand without any means whatever, they must be provided for in some way and difficulties come. There are much greater difficulties in the way of settling very large numbers of families than single immigrants. However, it is a question to be tried, and the intention is to give it as fair a trial as possible. Those families which come are all selected families as far as possible, and it is better that that selection should be made, as well for the immigrants themselves as for the country, as it certainly could promote no good whatever either to the immigrants themselves or to the country to get a class not adapted for settlement here. |

Q. I suppose most of those sent out in that way would be those who were largely destitute of means and required assistance to bring them here?—Yes; almost entirely; but they may be, nevertheless, very valuable immigrants.

By Mr. Hesson:

Q. What is the character of the German delegates' report—favourable or other wise?—It is very favourable.

By Mr. Bain:

Q. Have we increased our expenditure in the way of employing agents, or where has the increase been, specially?—No, not in the way of employing agents—travelling, or missionary agents—as before. The mode adopted has been rather the circulation of information, and to as large an extent as possible the reports of delegates.

Q. You are still continuing to circulate those farmers' delegates' reports?—Yes; because they command confidence; and the whole question is in one word—that is, confidence.

Q. What have been the chief items of the increased expenditure, because the expenditure has almost doubled in the last three years?—There has been an expenditure of \$75,500 on assisted passengers and bonuses during the year. That figure has been large in consequence of the increased numbers. Another very large item has been the cost of transport from the point of Quebec, That was \$61,300 last year.

Q. That means in aiding parties after they land here to reach the North-West?—Not the North-West. It is a rule not to assist passengers to the North-West. That item has been principally spent between Quebec and the point of Toronto. It is larger this year, for one reason, because the Ontario Government did formerly pay a portion of the expenditure, but it withdrew from the arrangement about a year ago, and for another, from increase of immigrants.

By Mr. Hesson :

Q. Are they not going to do something towards it now?—I think they will pay the passages of servant girls, but anything beyond that is not settled, so far as I am aware.

By Mr. Bain :

Q. Those are the chief items of increased expenditure?—The large items are \$56,000 for publications in Canada, and \$5,000 for publications in England, and \$75,500 for assisted passages, and \$61,300 for assisted transport.

By Mr. Baker (Victoria) :

Q. To what point or points in Canada is immigration mainly directed from Europe?—The Department does not direct it to any one point in preference to another, but Ontario has been by far the largest recipient of immigration.

Q. At what point or points in Canada do the immigrants mainly land?—Quebec, Halifax, and Suspension Bridge. A good many now come by way of Boston and New York and find their way to Montreal. More have come by way of Portland, Boston and New York, finding their way to Montreal last year than ever before. As a matter of opinion, I think you will find that, when immigrants can get to British Columbia at moderate expense, you will have a very large increase.

The Committee then adjourned.

OTTAWA, 21st March, 1883.

The Committee met at 10 a.m.

Prof. A. C. R. SELWYN, called, stated as follows :—

By the Chairman :

Q. Please state your relation to the Geological Survey of Canada?—I am Director of the Geological and Natural History Survey of Canada, and of the Museum.

Q. Having in view the obtaining of information relative to economic minerals which would be useful for immigrant settlers in the Canadian North-West, will you kindly give the Committee information respecting the existence of coal?—The full extent is not known at present, but lignite-coal and lignite have been found in a number of localities in the North-West, extending from the United States boundary to Peace River and even further northward towards the Arctic Ocean. The most easterly known deposits occur six miles east of Roche Perceé, on the Souris River, and they extend westward to the base of the Rocky Mountains. Two years ago borings were made at a point six miles east of Roche Perceé, and at 190 feet deep a seam of lignite six feet deep was cut. The boring was commenced on the bank of the Souris River, about 150 feet below the level of the prairie. There are two, in some places three seams cropping out in the banks of the river valley, above the level at which the boring commenced. The seam cut in the boring is the most easterly known at present. There is a report of a seam having been found north of Turtle Mountain, but this has not been verified.

By Mr. Trow :

Q. On what range is the boring?—I think it is a little east of range 30, west of the 3rd principal meridian.

By Mr. Dawson :

Q. It is in the Souris district?—Yes; near the International boundary, between the 102nd and 103rd parallels of longitude.

By Mr. Trow :

Q. Is there any coal cropping out there?—I have just said that there were several seams cropping out in the banks of the river-valley, above the mouth of the boring, on the bank of the river close to the water. We used the coal from these outcrops to drive the engine and in the smith's forge.

By Mr. Dawson :

Q. How deep was this six-foot seam below the level of the prairies?—It would be about 340 feet; I do not recollect the figures exactly, but you will find all the particulars in the Geological Survey Report published last year, 1879-80.

By Mr. Trow :

Q. How would a six feet seam at that depth compare with one higher up?—We could not judge well of its quality, because in boring it only came up in small fragments, pounded up and mixed with mud. We could not get a sufficient quantity to test its quality.

Q. What instrument did you use—had you a diamond drill?—No, the contractor used chisels and augers only.

Q. You did not get any of the core up?—No, we did not; a diamond bore could not have been used there to advantage, because the strata are largely soft, plastic clay.

By the Chairman.

Q. What is the extent of the area of coal measures in the North-West?—The extent is represented on this map (exhibited). Out-crops of coal have been found at intervals throughout all the region between the Souris, and Peace Rivers, a distance of 850 miles. There are large areas in this region in which coal has not yet been reported, but that simply arises from the fact that the country has not yet been examined. I have not the least doubt, that the coal will be found at intervals practically continuous in workable quantity throughout the area described, westward from the 102d parallel to the Rocky Mountains.

Q. Can the coal be mined with reasonable facility?—Yes. It is exceedingly well situated for mining. In almost every place the exposures are made by rivers cutting into the plain, and the out-crops are often high above the water, so that the coal can be worked from levels driven on the seam, or by shafts sunk from the surface of the plain above, which is seldom more than from 150 to 300 feet above the out-crops in the valley.

By Mr. Dawson.

Q. In this whole depth of 300 feet below the level of the prairie you found a six feet seam. What thickness would all the seams between that and the top in this depth of 300 feet amount to?—In the 295 feet bored, only one seam was met with. Above that, or in the 300 feet between the mouth of the bore and the surface of the prairie—making 600 feet in all—there are three other seams, and they vary in thickness from six feet down to 18 inches.

Q. So that altogether there would probably be 20 feet of lignite coal in a thickness of about 600 feet of strata?—I think about that.

By Mr. Trow :

Q. How would that coal compare with the Bismarck coal?—I am not acquainted with the Bismarck coal. The quality of these lignite-coals varies considerably according to the per centage of water they contain. Approaching the foot of the Rocky Mountains the percentage of water diminishes in a gradual but constantly increasing ratio, and when we get to the foot of the Mountains the so-called lignite is true coal.

The proportion of water in the coal varies from about 1 per cent. at the foot of the Rocky Mountains to 12 at the Souris River.

Q. What effect has the atmosphere upon it when it is brought up?—Souris River coal goes all to pieces on being exposed to the air, but Belly River coal is not more affected than the best soft-coals.

By Mr. Dawson:—

Q. You say that on approaching the Rocky Mountains you find true coal; that is not the coal of the Carboniferous period, I suppose, but the true coal of the lignite period?—Yes, it is mineralogically true coal, but not so geologically. Geologically it belongs to the Cretaceous formation.

By the Chairman:—

Q. Is it so situated as to be convenient for transport to the present settled portions of Manitoba by the line of the proposed Railways, or by water?—It is exceedingly convenient as far as Railways are concerned. The line of the Canada Pacific Railway runs through the centre of a portion of the coal district, as indicated by the out-crops. This district extends on both sides of the Railway; tramways and branch lines can easily be built to connect any mines which may be opened north or south of the main line. As regards water transport the coal could be floated down some sections of the rivers, but the water transport could not be relied on.

Q. Is true coal found as well as lignite?—I think I have already answered that question by stating, that as we approach the mountains the lignites become true coals. All that are found near the mountains give a percentage of water varying from one to six per cent., instead of from 7 to 12 per cent. further east. Of course it is a sliding scale, as it were; you cannot draw the exact line where one passes into the other.

By Mr. Trow.

Q. Have any surveys been made of coal deposits in the far North-West, in the direction of Peace River?—Examinations have been made and out-crops found. These are marked on the map exhibited. Every one of these outcrops you see on this map has been visited and examined.

Q. Name the principal points?—On Peace River, the Brazeau, the Saskatchewan, from Rocky Mountain down to below Edmonton, the Red Deer River, Morleyville, on Bow River, on Belly River, and almost every stream that cuts a sufficient depth through the plains, from the International boundary to Peace River, exposures of coal or lignite can be found.

There is a large space on the way between the Souris and the Saskatchewan, a distance of a hundred miles or so. Is there any coal in that region?—You must bear in mind that on the plains we cannot see any out-crops of coal because they are covered with drift. It is only where the rivers cut through the plains that we can see coal. Where there is a large area of country with no coal indicated on the map, it is no proof that it does not underlie it. In fact, it almost certainly does so, but whether the seams die out and come on again we cannot possibly say; that can only be proved by boring.

By the Chairman.

Q. What is the nature of the coal beds of the Queen Charlotte Islands?—The coal beds of the Queen Charlotte Islands that have been worked, are anthracite, but there are others there similar to those of Nanaimo and Bow River, and of the same geological age. A good many tons of anthracite were taken to San Francisco from the Queen Charlotte Islands. The Queen Charlotte Islands coal is fully described in the Geological Survey Reports for 1878-9, pages 67-89.

Q. Are there other places on the Pacific coast where coal may be found?—Yes, there are quite a number. Of course there are the Nanaimo coal mines, that

have been worked for many years and have yielded many thousands of tons. They are still being actively worked, and supply a large proportion of all the coal used on the Pacific coast. Near New Westminster indications of coal have been found and elsewhere on the mainland, in the neighborhood of the Nicollet Valley. In the vicinity of Barclay Sound, on the west coast of Vancouver, there is a considerable area occupied by coal bearing rocks. Again to the North, near Fort Rupert, at the upper end of the Queen Charlotte Islands, there are similar areas of coal-bearing rocks. Many of these areas there may be workable seams.

The only discoveries that have been made of coal on the mainland of British Columbia are those near New Westminster?—No. There are several other places where indications of coal have been observed.

Q. Are the lignites found in the North-West useful for fuel?—Yes, lignite of inferior quality to those of the North-West is very largely used in Europe as fuel. Wherever it is more easily procured than wood, it is used. In Germany, lignites are treated by a process which has been recently examined by Dr. G. M. Dawson, and will be described by him in a future report. But even in their unmanufactured state they are useful as fuel. As already stated the Souris River lignites was used for raising steam in the boring operations and though the blacksmith could not produce heat sufficient for welding, yet it was found to answer for ordinary blacksmith work. The Hudson Bay Company too use it at some of their posts.

By Mr. Trow :

Q. Does it ignite easily?—No, it does not; it requires a special arrangement of fire box to burn it thoroughly, but with a fire box adapted for its combustion it would be doubtless an exceedingly useful fuel. Though its value as such is reduced in proportion to the water it contains.

Q. If confined in the ordinary stoves do not gases accumulate?—Not more so than is the case with other coal.

Q. Does it not give off any offensive odour when burning?—I never experienced anything of the kind. I have never burned it in the house; only on the open prairie, and never noticed any odor more offensive than from ordinary coal. Of course very little gas escaping into a room will be offensive, but this applies to all coal.

Q. I noticed the same formation at Bismarck, on the Missouri River?—I have not seen it, but believe it to be precisely similar.

Q. I think it is not generally used there. Even where there are seams of 6 or more feet in thickness cropping out, and it is quite accessible to railway communication, still it is not used?—Perhaps they get wood there easily. They use wood in preference to the lignite, even though they have to pay \$8 or \$10 per cord for it.

By the Chairman :

Q. Is iron found in such proximity to coal as to be useful for manufacturing purposes?—Iron is found throughout the whole of that region, but in a very scattered manner. It occurs in bands, or nodules, associated with coal seams, &c., but not, I think, in sufficient quantities ever to become of economic value.

Q. Are you speaking now with reference to the North-West Territories?—Entirely.

Q. Then as regards British Columbia?—In British Columbia there are some of the finest iron ores known in Canada. Specimens of magnetite, from the Texada Islands in the Gulf of Georgia, have been assayed in the laboratory of the Geological Survey, the result being as above stated. They lie in close proximity to great beds of marble or limestone, and to the coal fields of Nanaimo on Vancouver Island.

Q. What other metals are there likely to be utilised or developed by the presence of coal?—Coal will, of course, have a certain influence in aiding the development of any metalliferous or other mineral deposits which may be found to occur in the Rocky Mountains, such as copper, gold, lead, &c.

Q. Are there any indications of petroleum?—There are very large indications of petroleum on the Athabasca River, which are now being investigated. There are cliffs of sandstone there, about 150 feet in height, which are completely saturated with petroleum. The rock is a soft, very fine, white sea sand, and it contains 12 per cent. of petroleum, which is sufficient to make it coal black in color. It is not like ordinary sandstone, but is more or less plastic, not unlike clay. There is no doubt that it can be utilised for many purposes. The actual extent of it we do not know, but from what I am told there is every reason to believe that this sand-rock extends across a great part of the region between the Athabasca and Peace Rivers. The country has never been traversed by any one, and we do not know anything about it except in the vicinity of the rivers. There is also a probability of flowing petroleum wells being found. The geological formation is the same as that of the petroleum and salt regions of Ontario. At the southern end of Lake Manitoba salt has been found, and some very large beds of gypsum have also been observed in various localities in the North-West, where the country is geologically like that in which these minerals exist in paying quantities in Ontario, and we may reasonably hope to find them also in the North-West.

By Mr Dawson :

Q. Petroleum occurs on the Mackenzie River, some distance down near Fort Simpson, does it not?—Yes, I believe it does, but I hesitate to speak about it, because I have no personal knowledge of the fact. The petroleum and salt bearing formation spreads over a very great distance

By Mr. Trow :

B. What Hudson Bay stations do you refer to as having used lignite coal?—At Rocky Mountain House they have used it for years, and to some extent also, I think, at Edmonton and some police stations in the Bow and Belly River districts. It has also been largely exported for use at Fort Benton. I am not aware of its having been used anywhere else. In fact, I do not think the Hudson Bay Company have wished to do it; and wood has always been more easily available in the vicinity of the posts

By the Chairman :

Q. Do the indications of salt give promise of a sufficient quantity to supply a large population?—I think so. Salt and petroleum occur in the same region, but of course we cannot at present speak with certainty as to the probable supply. It is used by the Hudson Bay Company, who, I am informed, get all they want to supply their posts in that region. I think as these springs break out on the surface, we may naturally expect that by boring, springs of brine will be found, from which a large yield of salt could be obtained.

Q. What mineral building materials are there likely to be useful?—Granite, sandstone and limestone are the principal building materials found on the plains, also soft freestone and any quantity of clay suitable for making bricks and pottery. I do not think we can point to any other building materials unless in the mountains where granite and other varieties of stone occur.

Q. Are the clays likely to produce good brick?—I think exceedingly good. I may say that last summer I collected on the Souris River some specimens of a soft rock which underlies much of that region, which makes excellent brick. At Souris City, twenty-five miles south of Brandon, a gentleman was making brick from the superficial earth or clay. His attention was called to this soft rock as being likely to make better brick, and as being available there, in large quantities. From the specimens collected some sample bricks have been made in the laboratory, which as regards color, texture and hardness, are apparently all that could be desired.

Q. Are they white brick?—Not exactly white; they are of a cream colour, with a slight tinge of red in them. The tint produced depends a good deal on the burning.

Q. Could you give any information in relation to gold deposits in British Columbia, and the probabilities of successful mining?—I presume you refer to quartz mining, because alluvial mining, as gentlemen are aware, has been carried on there for many years with great success.

Q. My question refers more especially to quartz mining, inasmuch as that is, to my mind, the industry which is most likely to be of value?—We really have very little information on this point, and what we have had hitherto has not been exceedingly promising. We have not, so far as I know, found any specimens of quartz that have shown a rich yield, that is, quartz taken from the vein. I do not remember the highest percentage that assays have afforded.

By Mr. Dawson :

Q. Talking about coal, as you have given a great deal of valuable information about that, might I ask you about another region where there is coal in the North-West. I believe that the researches of the Geological Survey have extended to the Hudson's Bay, and to the Moose River. I understand that a little north of Lake Superior, just beyond the height of land, there are fields of coal giving considerable promise, and also beds of iron ore?—Nothing that we have got from there can be called coal. It is very inferior lignite, even if it deserves the name of lignite. It is really tertiary fossil wood, rather than lignite. It occurs in the valley of the Moose River.

Q. Is it not of much the same character as the Souris lignite?—Yes, it is of a similar character, but probably newer than that of the Souris, and as a fuel, certainly inferior. It has not been subjected to that pressure or disturbance which is necessary to convert lignite into coal, as has occurred along the base of the Rocky Mountains where the strata have been subjected to great disturbance, the effect of which motion has been to produce heat and to thereby convert the lignite into good coals.

Q. Good iron ore has been found near the Moose River, has it not?—I do not think we are in a position to say anything about it as regards quantity. Good clay iron ore, containing about 35 to 38 per cent. of iron, occurs in a number of localities in the North-West. I do not think it is ever likely to become of importance. It occurs in nodules and is very much scattered.

By the Chairman :

Q. What are the indications of silver-bearing quartz in British Columbia?—I do not know anything about silver-bearing quartz beyond assays of specimens that have been sent to us. It is hardly to be called quartz; it may more properly be called mixed "gangue" of ferruginous rock. Some specimens assayed in the laboratory of the survey gave a very high percentage of silver. There is every reason to believe that some very rich silver mines will be opened there. We have recently received some specimens, from the Rocky Mountains, which show a high percentage of copper and silver.

Q. What is the amount of the grant to the Geological Department?—This year it is put down in the estimates at a very considerable increase. Last year we had \$60,000 for the first time. The year before that it was \$50,000, and the year before that it was \$45,000. Out of the appropriation we have not only to carry on the survey, but to support the Museum, purchase specimens, pay salaries, and, in fact, find everything. This year the Government has placed the staff on the civil list, and it is proposed to ask Parliament to grant the same amount as last year (\$60,000) for carrying on the survey and the Museum. Of course the expenses since we came to Ottawa have increased very largely. The Museum and the work connected with it has largely increased, and the surveys now embrace not only geology, but also natural history. The whole scope of the work is therefore very much augmented.

By Mr. Trow :—

Q. What are the prospects of gold north of the Lake of the Woods?—On that I hesitate to express any decided opinion, because I have not closely examined the region. I have seen very rich specimens from the region in question, but there are certain considerations which incline me to think that the gold mines there will not be of very permanent value. We can compare them only in Canada with the gold mines of Marmora and Madoc. These have been worked for a good many years, and a great deal of money has been expended on them. They have also, at times, afforded exceedingly rich specimens. The excessive hardness of the rock, and the irregularity of the veins, though occasionally exceedingly rich, will, I think, prevent these mines being of any great permanent value.

Q. It is washed down from the mountains?—No, that is a mistake. The gold found in the streams on the plains comes from the rocks to the east and north-east, like those of the Lake of the Woods. It is not like ordinary alluvial gold, it is perfectly uniform in size, and resembles very fine sea sand. This character and other circumstances indicate that it has not been brought from the mountains. The plains are strewn with boulders and fragments of limestone and other rocks derived from the formations to the east and which with the even gold have been transported to the foot of the Rocky Mountains. On the Saskatchewan no gold has been found above Rocky Mountain House. Gold occurs at some points in the Rocky Mountains but in a different form; it is associated with ores of lead, silver and copper; quite different from the manner in which it is associated with the older rocks to the east.

Q. I have noticed these fine specimens you have reference to near Carlton, on the sand bars that are continually changing there. The Indians there, during my visit, were realizing from \$3 to \$4 per day in washing it, and the general impression there is, that it must be washed down from the mountains?—I know that is the general impression, but if you ask any one why, he cannot give you a very good reason. I give you my reason for my theory of it, and I think it is a very reasonable one. If it comes from the mountains, we may ask why it does not get richer and heavier as we ascend the river. To this question no satisfactory answer has been given.

By Mr. Dawson :

Q. Why does it not get richer and richer as you go eastward and northward to the rocks from which it was derived?—We know nothing about the richness or otherwise in those regions, but there is good evidence that the entire country has been tremendously denuded, and that the denuded material has been swept away, leaving only bare rocks, in which small veins, containing more or less gold, are found. The gold that has been freed, and is now found in the drifts on the plains, is the result of this denudation, or crushing and washing of the rocks, to which in past times the whole region has been subjected.

Q. Then you suppose the gold of the Saskatchewan comes from the direction of Lake Athabasca?—Certainly, from somewhere in that direction; I dare say that of Peace River also, where similar conditions are observed.

Q. The drift is generally from north to south?—From north-east to south-west.

By Mr. Wilson :

Q. Do I understand you to say that the iron ore of British Columbia is of a quality that will make it profitable to mine it?—Yes, the quality is excellent.

Q. How about the coal you spoke of—will that be in sufficient quantity to carry on operations?—The coal mines at Nanaimo, as already stated, are very extensively worked.

Q. Are they in close proximity to each other, to make it advantageous to operate them?—I forget the precise distance, but it is quite unimportant.

Q. Then I think you said there are deposits of silver. Is there silver of sufficient quantity and ease of working to permit of mining operations being carried on

with advantage?—Of course I cannot speak about that with certainty. Like all mining operations, this is a very speculative matter; but finding rich specimens, in any case, points to the existence of veins. You can only reason from analogy respecting their probable value. Immediately to the south, in rocks similar to those which are found in British Columbia, very rich mines are being worked, and, as we have good indications, we may confidently expect to find equally rich deposits in British Columbia.

Q. Have mining operations in the past proved a success with private companies?—I do not know.

Q. Then you only form your conclusions from analogy and without any definite knowledge?—Entirely so. My reasoning is entirely from analogy and knowledge of assayed specimens that have given very rich results.

By Mr. Fisher :

Q. Speaking of Texada Island, can you say what are the indications of copper there?—No, I have never heard of copper ore being found there, but on the mainland good copper ore has been found in several places. As I said before, the principal indications of the existence of minerals, are, that immediately to the south, in the United States, you have a region of country containing very rich mines of all these ores, and they are being profitably worked. Now of course the international boundary does not make any geological separation, and the same strata extend into British Columbia. So far as our investigations have gone—and they are limited as compared with those made in the United States—they indicate that all the minerals found there occur in British Columbia. To ascertain their actual value is now a question of exploration. Of course it is exceedingly difficult to explore a densely wooded country, and a great deal of labor and expenditure of money is required to do so effectually.

Q. Do you know whether any anthracite coal is being mined on the Queen Charlotte Islands at present?—I think not at present.

Q. Has any considerable quantity of anthracite been discovered there?—In Queen Charlotte Islands?

Q. Yes.—An anthracite mine has been worked there and we have more or less examined the region and the openings from which the anthracite was taken. You will find details in two of the Geological Survey reports. The first examination was made in 1872, and the result is given in the report for 1872-73, pages 56 to 63. The next examination was made in 1878 and the result given in the report for 1878-79, pages 67 to 89.

By Mr. Barnard.

Q. Did you ever see the silver up Quesnel Mouth?—No, I did not, but I had samples sent me of supposed silver ore, but it did not turn out to be silver at all. It was a black plumbaginous rock. It did not contain any silver. There is no reason why silver ore should not be found there,

Q. Did you ever travel through there?—Yes. I have examined the Fraser River from Quesnel Mouth to above Fort George and have travelled the Wagon Road from Cariboo to Yale.

Q. This lies at the back of Fort George?—I have been from Fort George across to Peace River, but I have not been up the Fraser between Giscome Portage and Tête Jaune Cache. I have been up from there to the Leather Pass.

Mr. Dawson suggested that Professor Bell should be asked to attend.

Dr. Selwyn : At the request of the Minister, I some time ago asked Dr. Bell to draw out a full Report, stating everything he knew, and referring to all the old statements, about Hudson's Bay. This has been done. It occupies thirty or forty pages.

By Mr. Trow.

Q. Do you not think it would be well to have a survey made of the coal district in the Souris region, with a view to the purposes of settlement?—I am of the opin-

ion that the Souris coal is of very little importance. If it pulverises, as it does, and becomes by exposure almost useless, it cannot amount to anything for the use of settlers?—I do not think myself it is of great importance, but it may be of use to settlers, because they can get it out a little at a time, and can put it where it will keep quite well until they consume it. The absence of timber makes it more important for settlers; but in any case, the Souris River District, around Roche Percée, is not likely to be much occupied for agricultural purposes, on account of the excessive dryness of the climate.

By the Chairman.

Q. In view of the fact that true coal is to be found at the base of the Rocky Mountains, or east of the Rocky Mountains, and that the Railway will run through that district, is it your opinion that the lignites in the Souris district, which crumble on exposure to the air, will be used?—I do not think so, because coal of much better quality can be brought cheaply from the mines at the foot of the mountains. Even now they bring coal to Winnipeg from Nova Scotia, at any rate from Ohio, and I do not think, therefore, the eastern settlers ever are likely to reject the Rocky Mountain coal in favor of the Souris lignite. Settlers in the vicinity of the lignite, hard up for fuel, may do so, because they have only to dig a hole in the bank to get out all they want to last them twelve months with great facility. A very great hinderance to extensively working the Souris River lignite seams is the entire absence of timber, in any works more extended than mere outcrop excavations, a good deal of timber would be required for timbering the shafts and levels, and the cost of bringing the timber there would be more than the value of the coal when mined. Near the Rocky Mountains timber is comparatively close, and mining there would be correspondingly cheaper.

By Mr. Baker (Victoria)

Q. Do you know whether the deposits of copper at Howe Sound are large?—No, we have never examined these deposits. The specimens I have seen look very promising, but beyond that I can say nothing about them. The west coast has been very little examined, and it cannot be done effectually unless funds are provided for the employment of a suitable steam tug. You know the difficulty and danger of navigating the coast in an open boat.

Q. Going through Salmon Arm for instance?—Yes. But it is very desirable that the whole coast should be examined—both of the mainland and of Vancouver Island. There are, I believe, some very promising mineral indications on the west coast of this Island, but we have never had any means such as are absolutely necessary to make an examination of that coast.

Q. An extensive geological survey you mean?—Yes.

By Mr. Kirk:

Q. Do you examine anything but the North-West and British Columbia?—We examine the whole Dominion, from Cape Breton to Vancouver's Island, and from Hudson's Bay to the 49th parallel.

Q. That is being done now?—It is being done now, but the staff employed on it is very like a drop in the ocean.

Q. Have you any information with regard to the deposits in Nova Scotia and New Brunswick?—Yes, we have published very full and complete reports of nearly the whole of New Brunswick and also of Nova Scotia. The whole of Cape Breton is now surveyed.

Q. Not recently?—Quite recently. There are some maps now being engraved of New Brunswick, and of the Gaspé peninsula. The survey in the east is being carried out on a much more detailed plan than in the west, because the means of travel in the latter are so costly, and large tracts are wholly inaccessible. In the

settled Provinces the facilities for examination are much greater and the cost proportionately less. The Annual Reports shew this. Three copies of each Report, as it is issued, are distributed to members of Parliament. I have no instructions to make the distribution retrospective. The Reports are sold at the cost of the paper and printing. Eleven volumes, with maps and illustrations, have been published since 1870. These contain Reports relating to all parts of the Dominion. The twelfth volume is now in the press.

DR. DAWSON'S EVIDENCE.

COMMITTEE ROOM.

HOUSE OF COMMONS, 13th April, 1883.

GEORGE M DAWSON, D. S., F.G.S., and R.S.M., called and examined:

By the Chairman:—

Q. You are connected with the Geological Survey I believe?—Yes.

Q. In what capacity?—As Assistant Director.

Q. You have some knowledge of British Columbia, I believe?—Yes. I have worked there in connection with the Geological Survey for the greater part of five seasons.

Q. Will you state generally your opinion of the agricultural and pastoral lands of British Columbia, their situation and extent, and also the character of the soils and climate in different districts of that Province?—British Columbia is naturally divided into two very distinct parts agriculturally by the mountains which form the coast range. The interior region has a climate of extremes and in the southern part is very dry. The coast region has a mild, equable climate. British Columbia must, however, be considered throughout as an agricultural and mountainous country, that is the amount of arable land, compared to the whole surface, is comparatively small. I do not say this to the disadvantage of British Columbia, as it must be remembered that other countries, known to be very productive, are similarly situated—in California for instance, it has been estimated that only one-fifteenth of the State is flat land, not mountainous, and only a part of that is cultivable. The southern part of the interior, east of the Fraser River, is the district which has so far attracted most attention agriculturally. The cultivation is restricted as a rule to the valleys, which are wide and trough-like, and cut through the surface of the plateau, and the climate is so dry in summer that irrigation is necessary. This is, however, generally easy on account of the number of streams running from the higher plateaux and mountains, and with irrigation very fine crops are produced. The higher plateaux are not cultivable, owing to their altitude and the fact that summer frosts occur. These higher plateaux, however, are covered largely with bunch grass, and form those renowned stock raising regions which have given the south of British Columbia such importance in that respect. Thus, the mere area of agricultural lands does not give the full measure of the capacity of the country for maintaining an agricultural and stock-raising population. A man with a comparatively small farm in these valleys has large herds of stock which roam over the hills and sustain themselves on the natural grass. The whole area of agricultural lands east of the Fraser River in southern British Columbia I have estimated at something under 1,000 square miles, of which about 500 square miles probably may be easily utilised.

Q. Have you anything to say in reference to the character of the soil and the climate?—The character of the soil is almost uniformly, very fertile in these valleys. The climate in summer is very dry and warm. It is one of extremes. In winter the cold is considerable, but the cattle still winter out very well and live all the year round on the natural grasses.

Q. In the interior portion?—In the interior portion; yes.

Q. The climate, I believe, is very good upon the sea shore?—Yes. In the northern part, then, of the interior plateau, there is another extensive low country,

which I have estimated the area of at about 1,230 square miles. The soil of this is almost uniformly good, but, being to a great extent covered with trees, it cannot be utilized so readily for agricultural purposes, and it lies, besides, off the proposed route of the railway, and is not likely to be opened up for some time. Still, it is a country I have every reason to believe will be eventually occupied by an agricultural population.

Q. You speak of the northern part of the interior—north of what parallel of latitude would that be?—It would be chiefly north of the 51st parallel, and west of the Fraser River in the basin of the Nechacco and its tributaries. The coast region is of course not liable to any of these difficulties of drought or occasional summer frost that some of the higher regions of the interior are exposed to. The climate is exceedingly mild, and in the aggregate there is a large quantity of agricultural land. On the Island of Vancouver, Mr. T. Hunter, who prepared a report on this subject for the C.P. Railway Report of 1880, estimated that there are 389,000 acres of agricultural land, of which about 300,000 acres are well suited for agriculture. Of this, only about 10,000 are so far cultivated, but a great portion of the flat country which is suitable for agriculture in Vancouver Island is in the same way very densely covered with forests, and, owing to the high price of labor at the present time, and the comparatively small number of people in the country, it is not economically advantageous to clear these forests or bring the lands under cultivation now. On the Queen Charlotte Islands there are some 700,000 acres of low land on the north-east coast, a great part of which may eventually be brought under tillage, but it is also covered densely with forests at present, of very fine trees, and its immediate value is as a timber producing region. At the mouth of the Fraser River, the flat land probably amounts to more than the whole in the Island of Vancouver, and some of it is of very excellent quality. Generally, the soils of British Columbia, where they are cultivable at all, are exceedingly fertile, and the crops produced on the mainland and on Vancouver Island are very large. Wheat, as an example, averages 30 to 40 bushels to an acre on land at all well cultivated.

Q. Will you please inform the Committee as to the timber resources of British Columbia, the country over which the Douglas pine occurs, and other timber trees at present or likely in future to be of value? The Douglas pine, I understand, is of the greatest commercial value just at present?—This map (produced, published in Report of Geological Survey 1879-80) will illustrate some of these points. It shows the range of the Douglas fir and some of the other important timber trees. So far, the Douglas fir or Oregon pine, as it is also called, is the only tree that has attracted much commercial attention. It has been largely cut and exported. It is found on the whole eastern coast of Vancouver Island and on the coast of the mainland opposite to it. It extends northward a little back from the coast as far as the Skeena River, and in the northern part of the interior of the Province as far north as Tacla and Babine Lakes. The timber which occurs immediately on the coast is, however, indisputably the best. There are magnificent forests there, composed almost entirely of the Douglas fir, and naturally, on account of the facilities for shipment, they have attracted the most attention. The quality of the timber is excellent and the size of the trees is great. One that was cut down at Burrard Inlet for the Philadelphia Exhibition, of which a section is in the Parliament grounds now, was measured to be 305 ft. in height, had a thickness of 8 ft. 4 in., 20 ft. above the ground, and was perfectly sound throughout. Many of these logs measure as much. Commercially speaking, the medium sized logs are more useful in the mill than these exceedingly large ones. The localities chosen for the mills are selected in regard to facility of shipment, and those now working are chiefly situated on Burrard Inlet. In addition to the Douglas fir, there are a number of other trees in British Columbia which are exceedingly valuable, and which will eventually attract a great deal of attention. There is the cedar, which sometimes attains a diameter of 17 feet, though generally these very large trees are more or less hollow. There is the spruce, which is an excellent wood, not so soft as our spruce on this side of the continent, and a different species; the white pine, not the same as the eastern

white pine, but producing an equally good wood. As a rule this tree is remote from the sea-coast, so that it has been utilized only to a small extent so far. The hemlock, again, grows to a much greater size than our hemlock, and produces good, clean lumber, and that tree is found along the whole of the coast and over a considerable part of the interior. The maple, which is rather an inferior wood except for cabinet-making purposes, owing to the curly grain, is only found on the coast. The oak is confined to the southern part of the coast, and is not in sufficient quantity to be looked upon as a commercial wood on a large scale. The yellow cedar or yellow cypress is another wood that has attracted much notice. It is found chiefly on the northern part of the coast, and is an exceedingly fine wood for cabinet-making. It is a close wood, and very lasting, penetrated by resinous substances which protect it from decay to a very great extent, and give it a peculiar odor. In the interior of the Province there is the yellow pine, which inhabits the dry southern part of the plateau, and is locally a tree of great value. In fact, it is the wood most used in the interior, in some districts even in preference to the Douglas fir, where that occurs. I might state, in general, that every part of British Columbia is amply and well provided with excellent wood for construction and other purposes. The coast has the pre-eminence in that respect, owing to the facility of export and to the gigantic size of the forests, due to the mildness of the climate and its humidity.

Q. Point out the northern and eastern limit of the Douglas fir?—The northern limit is on the Skeena, and on Tacla and Babine Lakes. To the east the limit is at the Rocky Mountains. It is abundant even on the eastern slopes of the Rocky Mountains, as far east as the Porcupine Hills, and is now being extensively used for construction in the western part of the prairie region.

Q. Principally on the rivers that may be utilized for bringing it to market?—On the eastern slope of the Rockies, yes; but on the west the timber business is not carried on by floating logs down rivers as it is here, because of the large size of the logs and the rapidity of the streams. Nearly all the timber cut for exportation on the west coast is drawn out, either by teams or on small steam tramways, to the shore, launched into the sea and towed to the mill.

Q. Will you give us your opinion as to the timber resources of Vancouver and Queen Charlotte Islands respectively?—The chief difference between Vancouver and Queen Charlotte Islands, in regard to timber, is that on a large part of Vancouver Island the Douglas fir is found abundantly, while in the Queen Charlotte Islands it is not found at all. It is replaced there by cedar, hemlock and spruce, and the yellow cypress or yellow cedar. An area of about 1,000 square miles of the flat part of the Queen Charlotte Islands is covered very densely with excellent timber, but as it does not include the Douglas fir and the Islands are rather north of the usual mercantile routes at present, it has not given rise, so far, to the erection of any mills. There are very excellent sites for mills, however, in the Islands, particularly at Naden and Massel Harbors, and other places where streams from the low country reach the sea. The timber of the Queen Charlotte Islands I look upon as one of the most valuable immediate resources of the Islands, and as soon as the demand for timber shall increase a little more, they will, no doubt, be utilized. Another feature with regard to these Islands is that, owing to the humidity of the climate, the woods have been very little affected by forest fires, and even where large quantities of rotten and decayed trunks, of great thickness, have accumulated on the ground, they lie there and go to decay rather than burn.

Q. Speaking of the cedar as a commercial wood, you say sometimes it grows to a diameter of 17 ft.; are the trunks covered with branches, or are they comparatively free from branches for any considerable distance from the ground?—The cedar is apt to give off a number of branches, but when it attains large dimensions, the living branches are generally near the top. These very large trees are more or less hollow generally. The Indians select the largest sound cedars they find for their magnificent canoes, and the dimensions of those canoes show how large such trees may be found when one goes to search for them carefully. I might state, however, in connection with the Queen Charlotte and Vancouver Islands, that, as the total area of

Vancouver is considerably greater than Queen Charlotte Islands, doubtless the timber supply of Vancouver is more important than that of the Queen Charlotte Islands, at least, in correspondence with the areas.

2. Can you give any information from your personal knowledge of the fisheries and other resources of the Queen Charlotte Islands and coast generally?—I spent a good part of the summer of 1878 in the Queen Charlotte Islands, and the result of the explorations was the map now upon the table (Report Geological Survey 1878-79). The Queen Charlotte Islands first attracted attention commercially from the trade in sea-otter skins, which was commenced about the end of the last century and carried on very extensively. The sea-otter is now, however, on the west coast nearly extinct, but a considerable number of fur seals are still caught by the Indians on the Queen Charlotte Islands and west coast of Vancouver. The Queen Charlotte Islands are altogether 175 miles in extreme length. The southern part is mountainous, without any flat land worth mentioning, but the north-eastern part of Graham Island contains about 700,000 acres of flat land, most of which is densely wooded, but most or all of which I think, will eventually be brought under cultivation when the population of the west coast is larger, and the demand for agricultural land greater. The climate is very much like that of Vancouver Island, but, on the west coast, if anything, more humid than that of the west coast of Vancouver. It is a very mild climate. In some winters no snow falls. In others a heavy snowfall occurs, but it lies only a few days and disappears. The mildness of the climate is, of course, owing to the fact that the Pacific Gulf Stream strikes the west coast almost exactly at the point where these Islands lie, so that they receive the full benefit of the warmth of its waters. The immediately valuable resources of the Queen Charlotte Islands, I should state in the following order:—Timber, fisheries, and mines. The timber I have already said something about. The fisheries are probably more important than on most other parts of the coast—the deep sea fisheries and the halibut fishery particularly. It is true that the halibut has not been found to be a fish that can be canned or salted and exported with profit; but it is highly probable that before long the experiment will be tried of freezing these fish in the mode now so largely adopted elsewhere, and taking them in that state to the market, when they would command a good price in San Francisco or in any part of the world. The halibut in the Queen Charlotte Islands, and on the west coast of Vancouver has been really the food of the coast Indians. It is their daily bread and their only real staple food. They dry it and keep it for winter consumption. Besides the halibut, there are two species of salmon, similar to those on the coast of other parts of British Columbia. There has been also a factory established of dog-fish oil. The dog-fish are very abundant in the Queen Charlotte Islands. In the vicinity of the Islands there is more shallow water and more extensive banks than on the most parts of the coast. It would be important to have a survey made of these banks, which are probably good fishing grounds. The coast of British Columbia is so far very imperfectly surveyed topographically, and the depth of water, except along certain chosen routes, is unknown. There is a very extensive bank between Queen Charlotte Islands and the mainland and along the northern edge of the Islands, and very probably also on the west coast, though I do not know that anyone has put a sounding lead overboard there up to the present day. As to the fisheries of the coast of the Province generally, of course the salmon canning industry is most important. Of late years it has assumed very great dimensions, and probably it is so well known that it is scarcely worth going into particulars about it. There were, in 1881, twelve canneries in the Province, and over 8,500,000 lbs. of fish was exported. I think there is very little danger of exhausting the salmon in the British Columbia rivers; at least, if there were any prospect of it, they would be easily restocked. No effort has been made in that direction yet, because there has been no cause to do so. I noticed the other day that in the British Columbia Legislature a gentleman brought forward the idea of introducing the oyster—the eastern oyster—and the lobster, in British Columbian waters. The suggestion has been made before, and is a most excellent one. An oyster occurs on the west coast, but it is very small, and is generally considered inferior to that found in

the eastern waters. Its occurrence shows that in all probability the eastern oyster would thrive well. The lobster does not occur. There are any quantity of crabs, which take its place in regard to the food they consume, and there is every reason to believe that, if the lobster were to be introduced on the rocky part of the northern coast, it would give rise to very important industries, similar to those found in the Eastern Provinces.

Q. What are the prospects of gold-mining; what is the nature of the quartz and the development of metalliferous mines generally in the places in which gold is found in British Columbia?—Mining has really been from the first, and is likely, I think, to continue to be, the main central industry of British Columbia, around which the others will group themselves. In this Province there is about 800 miles in length, with a width of about 400 miles of the same mountainous and plateau region which yields all the ores of the Western States and Territories, and has given them such prominence as metalliferous regions. British Columbia as yet can scarcely be said to have more than begun the development of its mining industries. There are several reasons for this: The country is, to a large extent, covered with forests, which makes it much more difficult to prospect for mines. Then, the present cost of living and the difficulty of getting at all to some of those places which are most promising in their metalliferous deposits, and also, I may add, the fact that many of the efforts made in the first instance have been very injudicious, and have led to the discouragement of the people of the country to prosecute further enterprises of the same kind. Gold, however, is known to be almost universally distributed in the Province of British Columbia. There is scarcely a stream of any size in any part of the Province that one cannot wash a few "colors," as they say, out of, at the very least, and in 105 localities, which I catalogued in 1877, actual mining had been carried on for gold. The main auriferous belt of British Columbia runs from south-east to north-west, just inside the Rocky Mountains, and includes the mining localities which have been called Kootenay, Big Bend, Cariboo, Omenica and Cassiar. From south to north, from 1858 to 1882, the gold produced in British Columbia amounts to \$46,685,334, which is a great return, considering that the average population of the Province, taking the period altogether, would not exceed about 10,000 whites. The average number of miners employed in these placer diggings has been 2,940, and the average yield per man employed, obtained by dividing the total by the number of miners, \$683 per man per annum. It should be also considered that these placer deposits are, as a rule, only to be worked in summer, and that the sum stated was earned in less than half the year of actual work. The greatest yield of any one year was in 1864, when \$3,735,850 was sent out of the country. Last year the total yield was only \$1,013,827. Since 1864, with occasional fluctuations, the yield of gold has shown a general tendency to decline, and the state of the country at present is simply this: The richer placer mines so far discovered having been more or less worked out, the gold yield is falling off. Such placers have been more or less completely exhausted, early in the history of gold-mining countries, as in Australia and California. Then the period comes when the miner goes to work on the quartz lodes, whence the gold in the placer mines has been derived. That period has not arrived yet in British Columbia. There is not a single auriferous quartz vein worked there yet, and the present is the interim period between the full development of placer mines and the beginning of the quartz mining, which is a more permanent industry. There is no doubt that before long auriferous quartz mines will be worked.

By Mr. Trow :

Q. There are quartz mines in Cariboo, are there not?—An attempt was made some years ago to work them, but, as far as I know, there is no mine now in operation. The difficulties are very great in some parts of the country owing chiefly to the cost of transport and supplies. Until very lately, it cost from $7\frac{1}{2}$ cts. to $12\frac{1}{2}$ cts. a pound to freight goods and supplies to Cariboo from Yale, according to the season, and such prices are so heavy a tax on expensive mining operations that it renders

it impossible to work any but very high grade ores. In Omenica, still further north, it costs 15 cts. a pound to carry supplies into the district, and thus it is almost impossible for private miners to continue prospecting on their own resources, and unless they have a very rich claim which they can work, they must leave the country. One advantage of the construction of the railway and opening up of the interior will be that the poorer placer deposits will be extensively worked. Naturally, the very rich deposits form a very small part of the whole. Those of medium and poorer quality are more widespread, and when the cost of getting supplies is reduced to half its present price, a large number that do not pay to work at present will become available.

Q. Is Chinese labor employed very much in the mines?—Chinese generally work on their own account in the gold mines. They choose placer mines, very often those which have been abandoned by the whites, who have picked the eyes out of the deposit, and they work for years in such localities in their own way. No one knows what they make, but it is enough no doubt to remunerate them, owing to their perseverance.

By Mr. Baker (Victoria):

Q. And their economical habits?—And economical habits.

By Mr. Hesson:

Q. Can you say anything in reference to silver?—I can say very little from personal knowledge about silver ores. There are several places where silver ores have been found, and the two most promising, so far as known, are—first, a locality at Hope, on Silver Peak, and, second, one at Cherry Creek, in the Okanagan country. Very rich ores have been brought from these, and mining attempted on both of them, but, from various circumstances, the mining has been practically stopped. In the case of the Hope mine, at least, the stoppage has not resulted from any failure of the vein, but was on account of questions regarding the management or sale of the mine. There is reason to hope that, ultimately, these two localities, and probably others, will be developed as productive silver mines. If one silver mine were started and found to pay as a commercial enterprise, probably it would lead to so much examination and prospecting of the country that many would be worked in a few years. I may also mention in this connection that we have received specimens of very rich argentiferous galenas from Omenica, though from the distance of this district they cannot be worked under present circumstances. They assay from \$29 to \$90 of silver to the ton of ore.

Q. The distance inland or up the coast?—Inland. The coast distances are comparatively little, because you have navigation, but the Omenica country lies far inland, near the Peace River.

By Mr. Allen:

Q. Is there a large amount of gold exported by the Chinese from British Columbia and not accounted for?—No, I think not. It is accounted for, in the statement I gave, in this way. I went into it at considerable detail with Mr. Good, who was Deputy Minister of Mines at the time this general statement was first compiled, some years ago. We obtained from all the banks a statement of the gold they had sent out of the country, and from the express offices the same. Then, as a large quantity was known to be carried away by the Chinese and others, privately, without being recorded, one-third was added to the product of each year to represent that; so the statistics are not absolutely correct, but they approximate closely to the truth. I think much of the gold the Chinese get they carry away in that manner, without putting it into the hands of the banks.

By Mr. Fisher:

Q. Do you think the Chinese get one-third of all the gold in the country?—No; but many of the white miners carry their gold away themselves also. If they go to San Francisco, for example, they take the gold with them.

By the Chairman :

Q. Will you state your knowledge of the coal and lignite deposits of Vancouver Island, Queen Charlotte Islands, and the mainland?—Coal and lignite deposits are very widely spread in the Pacific Province. In this little publication to which I have referred several times as giving an account of the mining up to the date when it was issued ("Mines and Minerals of British Columbia—Report Geological Survey, 1876-77"), thirty-two different localities in which coal and lignites are known to occur are catalogued, and some of these are extensive and important districts. Many of them will eventually be utilized as sources of fuel supply, either generally or locally. The Queen Charlotte Islands are prominent from this point of view on account of the fact that a seam of anthracite has been discovered there. This is the only workable seam of anthracite on the Pacific coast, either of America or Asia. The seam was about 6 feet thick, and was worked for some distance, but was found to thin out. I believe, however, that the main trouble was that the Company had expended all their money on providing facilities for shipping the coal before doing much prospecting, and since it has not been much tested, and has fallen through. I examined the vicinity of the mine very carefully in 1878, and have a map showing the locality of the coal. I think the locality is a very promising one still, and deserves more attention; but nothing more precise can be said at present, because no work has been carried on for some years. The Comox and Nanaimo districts of Vancouver Island have been more thoroughly tested, and the latter has been the principal source of supply for some years. These have been mapped by Mr. Richardson of the Geological Survey. The map is on a scale of four miles to the inch, and is somewhat detailed, showing the actual area of known coal-bearing rocks in these two places, and all other necessary facts of structure. The coal seams at Comox and Nanaimo vary from 4 feet to 6 feet and 10 feet in average thickness. They are occasionally much thicker, but this is the average. The quality of the coal I should mention particularly. It is not a lignite. It is true bituminous coal of very excellent quality. It was tested by the War Department of the United States, some years ago, to find out which fuels gave the best results for steam-raising purposes on the western coast, and it was found that, to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Mount Diablo coal, California, showing that, as far as the Pacific coast is concerned, the coal of Nanaimo has a marked superiority over all the others. In 1882 the coal raised from the Nanaimo mines was 282,139 tons, which is equal to about one-fifth the coal product of Nova Scotia, though that Province has been so much longer a coal-producing region. Of this 151,800 tons were sold in San Francisco, the retail price being about \$12 a ton. Nearly one-fifth of the coal used in San Francisco was mined at Nanaimo, and a much larger proportion would be brought from British Columbia, but for two circumstances. One is that there is a considerable duty on coal which has been sufficient almost to kill the coal trade between Nova Scotia and the Eastern States; but, owing to the higher price on the Pacific coast, has not had the same effect there; and the other, that a large quantity of coal is brought out from England, in ballast, by vessels coming for grain, which would not be commercially profitable if carried in any other way.

By Mr. Baker (Victoria) :

Q. And from Australia also?—Yes, chiefly from Newcastle and New South Wales as ballast.

By Mr. Hesson :

Q. Is that ballast put on the market and sold, or stored for the use of ships?—I think it is put on the market and sold. A large portion of the coal supply of San Francisco is delivered in that way.

By Mr. Baker (Victoria):

Q. It is sold for what it will fetch? It is a small coal generally speaking?—A number of vessels come from Australia with coal ballast to San Francisco, and go back to England with grain.

By the Chairman:

Q. You say the price is \$12 a ton in San Francisco. What is the average cost of transport from Nanaimo?—I cannot say.

By Mr. Baker (Victoria):

Q. \$3.25 a ton. It is now \$2.25 a ton?—I believe coal is sold in Nanaimo for \$4 a ton.

Q. At the Chutes?—Yes, and the remainder goes for transport and middlemen and losses.

Q. The market price for any coal in San Francisco is lower than that which you stated, which was in vogue some years ago?—This is from a circular from San Francisco, I dare say it may average \$8 a ton now.

By Mr. Homer:

Q. What was the date of that?—1852.

Q. That was the case for two months; the average price now is \$9?—Very probably.

By Mr. Trow:

Q. You stated that the coal of Nanaimo had been compared with American coal—what about the Nova Scotia coal?—It is about equal to the best qualities of Nova Scotia coal. Of course, those coals that come into direct comparison with it on the Pacific coast, are all inferior to the Nova Scotia coals. It might be also stated in connection with the mines, that a considerable number, not only of the Chinamen, but of the Indians, are employed in the underground works and gain very good wages, and it is hopeful that a number of these West Coast Indians take to hard work kindly and support themselves in that way.

By the Chairman:

Q. They are also employed in the fisheries to a considerable extent?—Yes; and in the interior a number have taken to agriculture in a small way, and own stock, and I think will look after themselves very well in a few years.

Q. You have been speaking up to the present of the coal deposits on the islands. How about the deposits on the mainland?—It is very probable that the coal deposits found in Vancouver Island will be found also underlying a part of the flat country about the mouth of the Fraser, below Yale, but so far, no workable seams have been found there, though specimens of very excellent coal have been got. But in the interior, within the Coast Mountains, there are many localities at which both coal and lignite occur. Most of these—that country being at present really undeveloped—owing to the isolation of the localities, have not been worked. In the Nicola Valley an excellent coal has been found, 5 feet to 6 feet thick, and on the North Thompson another coal of very excellent quality is known to occur. These two are of the nature of true bituminous coals, more or less perfect. The remainder of the coals of the interior, so far as known, are, strictly speaking, lignite coals, and one of these I have visited on Hat Creek is over 40 feet in thickness. The deposits on the Similkameen and others are of local value, and, I have no doubt, will be utilized for local fuel supply. The country is amply supplied in all parts of the interior with fuels for the purposes of the settler.

Q. Can you give information as to the agricultural, mineral and other resources of the Peace River country, part of which is included by the eastern boundary of British Columbia?—The eastern boundary of British Columbia follows the 120th meridian from the 60th parallel southward till that meridian strikes the Rocky Mountains, and a large triangular portion of British Columbia thus lies east of the Rocky Mountains. The part of the Peace River basin that is of some considerable agricultural value, and is included in British Columbia, I estimate at between 5,000 and 6,000 square miles. The remainder of the Upper Peace River country lies in the North-West Territories. The part of the Peace River country, of which I am able, from personal knowledge, to speak, is that lying south of the 57th parallel of latitude from and reaching to the Athabasca River, and has an approximate area of 31,550 square miles. The Peace River country, I should state, is naturally separated from the Upper Saskatchewan country by a band of poor land along the Athabasca. The average elevation of this region is about 2,000 feet above the sea, or a little more than that. The soil is a very fine silt, which, where it is best, very much resembles that of the Red River Valley, and is quite different from most of the soil intervening between the Red River and the Peace River country. The fertility of the soil, owing to the small attempts yet made at cultivation in that district, is chiefly evidenced by the extraordinary luxuriance of the natural vegetation found upon it. In general the Peace River country is more or less densely wooded, but there are considerable areas of prairie land also. West of the Smoky River I have estimated that the areas aggregate 3,000 square miles, or 1,920,000 acres. One of the largest prairies—Grand Prairie, south of Dunvegan—has an area of 230,000 acres, nearly all prairie, with a few scattered groves of trees. The soil is magnificent; it is watered by beautiful streams, and is altogether one of the most attractive countries in a state of nature I have ever seen. The rest of the tract of 31,550 square miles which, from its flat character and low elevation, constitutes the arable region, is, as a rule, wooded, and for the most part with second growth wood, which consist of poplar, birch and spruce. Taking this area again, and deducting all the known districts which contain poor soil, and 20 per cent. besides to cover other areas which could not be cultivated, it leaves an area of the Peace River Valley, with soil suited to agriculture, of 23,500 square miles.

Q. You are speaking of the whole district, or only of that in British Columbia?—I have spoken of the whole district, because that part in British Columbia—between 5,000 and 6,000 square miles of agricultural land—is similar—I speak only of that part of the Peace River country south of the 59th parallel. I do not refer to that to the north, because I have never been there myself and could only speak of it from report. To give some idea of the value of this region as an agricultural country, taking the area I have given, and supposing as a measure of its capacity—merely, of course, as an empirical supposition for the purpose of estimating its value—that the whole were sown in wheat, at twenty bushels to the acre, it would produce over 470,000,000 bushels of wheat annually. I believe that the whole of this area will eventually be cultivated. I am not quite sure that over every part of it wheat will ripen and be a sure crop, but, as far as we can judge of the climate, it is as good as, or better than, that of Edmonton on the Saskatchewan River, and where wheat has been tried in the Peace River district, as a matter of fact, it succeeds, as well as other crops such as oats and barley. We have, therefore, every reason to believe that over the greater part of this area wheat will be a satisfactory and a sure crop. If only the estimated prairie area be taken as immediately susceptible of cultivation, its yield, at the rate above annexed, would be 38,400,000 bushels.

By Mr. Trow:

Q. Do you think it is subject to summer frosts?—Summer frosts occur but I do not think they are of sufficient severity to affect wheat as a rule over the country; my personal experience is that of one season. The early frosts in the autumn cut down the potato tops before they were quite dead in the later part of August in that year,

but the wheat and other grain were not affected. In fact they would have been cut but for a week of rain which delayed the complete ripening.

Q. Whose report are you referring to?—To my own. I did not bring the map of the Peace River country, by the Geological Survey in the report of 1879-80, because it is a very large one.

Q. In a country of such extent, passing through once or twice, is it possible for any one person to know much except in general terms?—Of course one's knowledge is of a general character. I travelled over a great portion of the district. I did not merely pass through it once, but spent six weeks examining different portions, and my assistant travelled through other parts of it and reported on them. Of course, a great part, as has been stated, is wooded, and, therefore, difficult to investigate thoroughly. I know the character of the soil from the parts I have examined, and there is every reason to believe that the remainder of the district with similar elevation, and forming part of the same old lake basin in which the rich silty soils were laid down, possesses the same character. From some of the higher points you can see almost over the whole country. Of course, a more detailed exploration is to be desired, and particularly experiments with various crops of a crucial kind in certain localities, especially those at considerable elevations, for the purpose of defining the limit in altitude of cultivation.

By Mr. McCraney :

Q. Do the warm winds from the Pacific coast reach that part of Peace River Valley in British Columbia?—Yes; the so-called Chinook winds have an effect south of the 49th parallel for some distance, and thence along the mountains to the Peace River and northward. Their greatest effect is within 100 miles from the foot of the Rocky Mountains. East of that they lose their character. Their occurrence in the Peace River country is well marked. When they set in in winter an immediate thaw occurs and the snow goes. The snow fall is deeper, however, in this country than in the Bow River and Belly River district to the west. The southern country is dry, and therefore a prairie country. The northern is, to a large extent, wooded and the natural precipitation of moisture is ample for agricultural purposes.

By Mr. McNeill :

Q. Have you any reason to suppose the summer frost, the year you were there, was any less severe than usual?—No; as far as I could gather it was unusually severe, yet it did not affect the wheat crop. I collected excellent specimens of wheat from the Hudson Bay post. In fact the crops of that year were later than usual on account of this period of a week or ten days of wet weather just before harvest, which delayed the complete ripening of the grain.

By Mr. Trow :

Q. At what station of the Hudson's Bay post was that wheat grown?—I spoke especially of Dunvegan, but besides that we know that wheat thrives at Lesser Slave Lake post. I saw barley, ripe and with fine heads, grown by the Cree Indians at Sturgeon Lake on the Plateau and at Fort St. John, further up the Peace River and considerably nearer the mountains, barley and oats are known to have been ripe on August 12th, in 1875, though at the same place, in 1879, wheat was a failure. Fort St. John is near the western edge of the country I consider of agricultural value. Of course, I quite agree in the statement that it is very desirable to have further experiments in a few chosen localities—chosen as being the most unfavorable—to show the best and worst that can be said of the country.

By the Chairman :

Q. Can you say anything in regard to the mineral resources of that particular portion of the country?—The mineral resources of the Peace River country may be treated of comparatively briefly. They consist in gold and coal. Gold is found in

the principal streams but chiefly in the Peace River, and no very rich deposits have been discovered here, though sufficient to attract a few miners who have made good wages out of it. I do not think that, except in the Rocky Mountains, west of the Peace River country proper, there is a chance of very extensive gold mining here.

Q. Have the gold deposits you speak of been brought down from the Rocky Mountains?—Partly so and partly from the east, I believe. I think Dr. Selwyn spoke before of the fact that the gold deposits of the great plains to the south have been derived from the east. In the Peace River country it is not quite the same, because the Peace River flows right through the Rocky Mountains, and the gold bearing schist on its head waters is the northern extension of that of Cariboo. The result is that the Peace River carries with it through its whole course a considerable quantity of comparatively fine gold, and how much has come in that way and how much with the glacial drift from the east, it is difficult or indeed impossible to determine in this district. The coal resources give every promise of being very extensive. So far they have been examined only in a few places, and most of the seams observed have been thin, but the quality of some of them, particularly in the neighborhood of the mountains, in a zone extending 50 or 60 miles east of the mountains, is excellent. On the Athabaska River some seams of lignite coal are known. There is one 10 feet in thickness of good quality, and another of 3 feet of even better character. There is every reason to believe, from the wide spread of the cretaceous formation in which the coals occur, that the Peace River country will be found amply supplied with mineral fuels.

By Mr. Cochrane :

Q. Is this in the North-West Territories or in British Columbia?—Partly in each. I stated that probably about 5,000 square miles of the agricultural part of the Peace River country lie within British Columbia. A large part of the coal bearing rocks is also within this Province.

By the Chairman :

Q. Have you any information respecting the probable value of the iron and copper deposits on Texada Island, Howe Sound and other parts of British Columbia, where such could be worked advantageously?—The Texada iron deposit is one of the most accessible deposits of iron discovered so far in British Columbia. It is a very rich magnetic iron ore, assaying 68.4 of iron, and a very low percentage of phosphorus and other impurities of an objectionable character. The largest exposure of it is on the west side of Texada Island, where it has a thickness of 20 ft. to 25 ft. near the water's edge, and it has been traced for more than a mile to the north-westward, the vein being at times as thin as 2 ft., but generally thicker. The ore being on the coast, is easy of shipment, and within twenty miles of the harbor at Comox, from which the Comox coals are shipped. These circumstances give it a peculiar advantage, and I believe it will be one of the first developed iron deposits of the west coast. In fact, I am informed mining is going on there now to some extent, but the ore is being sent to the United States for smelting.

By Mr. Trow :

Q. Is it near coal?—There are only twenty miles of the navigable waters of the Strait of Georgia between it and the Comox coal field, and both the iron and the coal are close to the water's edge—the Comox coal perhaps about two miles back. As to the Texada copper deposits, I believe there are copper deposits in Texada Island, but I have never seen them, and we have not received any specimens of them.

By Mr. Hesson :

Q. Did you say they were not working this iron mine?—I believe they have been to a small extent lately.

By Mr. Baker (Victoria) :

Q. Some three or four tons were sent to San Francisco?—For several years iron smelting has been carried on in Oregon. I thought possibly it had gone to those smelting works.

Q. At Puget Sound?—That is recent, but for some years a little smelting has been going on in Oregon in a small way, showing it can be made to pay with poor ores and perhaps Chinese labor, on the western coast. As to the Howe Sound copper ore, referred to by the Chairman, I have no personal knowledge. It is between Howe Sound and Jarvis Inlet, at a considerable altitude in the mountains. We have had fine specimens assaying $44\frac{1}{2}$ per cent. of copper, constituting a very valuable ore. I cannot, however, state any facts as to the continuity and width of the vein, which, as far as I have learned, has not been fully developed. This appears to be, however, one of the most promising copper localities in British Columbia, and from its vicinity to the coast, should be easily worked.

Q. Were there any indications of silver in the assay?—It was not tested for silver.

By Mr. Homer :

Q. With regard to the cedar, you stated that the trees were 17 feet in diameter and hollow, and the impression conveyed was, that they were not very valuable for timber. That class of trees is considered the very best we have there. The shell is generally from 1 to 3 feet in thickness, and 20 feet to 50 feet in height. It is very fine wood for sashes, doors, cases and so on, and the other is for heavier work—walls and sills and so on?—Yes; being clean and clear wood. I perhaps gave a wrong impression, and did not mean to say that hollow cedar trees were not valuable.

By Mr. Trow :

Q. What class of immigrants would be most acceptable in British Columbia?—I think, when the railway is opened through to British Columbia that the expansion of industries will be such as to give employment to all classes of immigrants. So far the development of the Province has been slow. The great trouble has been the cost of getting there. Again, the people who have gone there, have, in many cases, been connected with placer gold mining. These enterprises do not form a good basis for an agricultural population. I believe the railway will lead to the introduction of a class of agricultural immigrants who will build up the country to a great extent. I think, however, as I have said, that mining will take the lead among the industries of the Province.

By Mr. Baker (Victoria) :

Q. Please state any facts upon the subject of the coal and lignite deposits of Vancouver Island, Queen Charlotte Islands and the mainland of British Columbia, as to additional localities not covered possibly by Dr. Selwyn's evidence?—I have mentioned the Nanaimo and Comox basins, which are the main deposits on Vancouver. There is a large extent of coal country about Sugwash, and north to Beaver Harbor on the east coast. This was the first worked in the Province, but afterwards abandoned for Nanaimo, where the seams were thicker. I think by boring in the Sugwash region there would be a very fair prospect of striking valuable seams. At Quatsino Sound, on the west coast, there is an extensive coal district, with coal of extra quality. The seams so far found are not, however, very thick, but owing to the position of Quatsino, out of the ordinary routes of traffic, and also to the fact that Nanaimo has been able to supply all the coal that could be sold on the coast, these localities have not been developed. At the head of Alberni Canal, again, coal is known to occur. I think it is not very extensive, but it might yield coals of economic value if it were explored. Lignite occurs at Sooke, Vancouver Island, but

owing to the proximity of good coal, it is not of any value. At Burrard Inlet lignites again occur, but the same remark applies to these as to the last. The mines at Bellingham Bay, in Washington Territory, just south of the line on the mainland, were worked originally pretty extensively, but as the fuel obtained resembled a lignite, when other mines became worked, they were abandoned.

Q. State also any additional facts on the coals and the character generally of the prairie region east of the mountains between Lake of the Woods and the Rocky Mountains as far north as Peace River?—I believe Dr. Selwyn has presented already to the Committee most of the facts bearing on this great region. I have travelled over the greater part of it, and, in 1881, was engaged in the Geological Survey of the Bow and Belly River districts, where some of the best coals of that region occur, and a short preliminary report has been published on them. I may state that the whole of the great prairie country, west of the edge of the third prairie plateau, is amply provided with fuels. There is scarcely any district which is at a great distance from some bed of coal or lignite which is, at least, of local value. The fuels near the Rocky Mountains are generally the best, and are, in some cases, indistinguishable from those of the true carboniferous period.

Q. How does the interior plateau country of British Columbia compare with that of Utah and Nevada?—It is much less in general altitude. The climate is not so dry. It is better suited for agriculture and stock-raising, as far as the agricultural land exists, and instead of a country almost bare of forests, it is largely—the higher elevations in the south and the whole of the northern part—covered with timber of more or less value. The only point in which the comparison is in favor of Utah and Nevada is that, owing to the timber and the glacial drift, it has been more difficult to prospect the country for minerals, although the same rocks run north from Utah, Nevada, and Idaho, and there is reason to believe that they may hold similar valuable metalliferous deposits that have not yet been developed.

By Mr. Fisher :

Q. You say the northern part of the plateau, and the coast line, is covered with timber. What proportion of the other portion of British Columbia would not be required to be cleared for agricultural purposes?—Almost the whole of the land in the southern part of the interior, which is really suitable for agriculture, lies in the river valleys, and of that, nearly all is now in a state of prairie or very lightly wooded.

Q. Chiefly bottom land?—Chiefly bottom lands in the valleys.

By Mr. Trow :

Q. What grass is there?—Bunch grass is the most abundant and valued.

By Mr. Fisher :

Q. It is suitable for pasturage naturally?—Yes.

By Mr. Baker, (Victoria) :

Q. Would you please inform me what are the circumstances, in your opinion, having a tendency to retard the development of British Columbia as a mining country?—I think the greatest have been its remoteness from other districts where mining is actively prosecuted, the small population, the cost of getting there, and the cost of supplies and living generally; also, as I have stated before, the forest covering a great part of the country. The covering of drift material further renders it a difficult country to prospect. I have no hesitation in saying that the railway, opening up a section across the entire width of the Province, and in communication with navigable rivers and lakes, will give a great impetus to the mining industries.

Q. Please give me your opinion as to the distribution of gold in British Columbia, the total, actual and estimated yield of gold from 1858 to 1875, the average number of miners employed yearly, and their average earnings per man per year for that

period?—I have given in answer to a previous question, these facts in a summarised form, up to 1882. I have not here the statistics in detail.

Q. Where are the principal areas of gold-bearing rocks, and is there any reason to believe them to be the geological equivalents of the richest auriferous rocks of California?—I think there is very little reason to doubt that the gold-bearing schists are the geological equivalent of the gold-bearing rocks of California. The region in a small area which has yielded the greatest portion of gold is the Cariboo country. There are also the Omenica, Cassiar, Kootenay, and Big Bend districts, together with the Fraser River which in 1858 was the first to attract the attention of miners. On Vancouver Island the Leech River district has yielded altogether about \$100,000 worth of gold, and it is not improbable that auriferous veins may be discovered there from which that yield has been derived.

Q. During your visit to the Cariboo region, what were the wages paid to mechanics, laborers, Chinamen and Indians, and the prices of provisions at that time?—Ordinary laborers—that was in 1876—received \$5 a day, mechanics \$5 to \$7, Chinamen and Indians generally \$3 a day. These prices were considered a great reduction on those prevailing formerly. A man who could not make \$8 a day out of a gold claim did not think it worth working, in the earlier days of Cariboo, and a great deal of ground was then passed over hurriedly that will pay to work again. The cost of living was high also. Flour was 8 cts. a pound, beans 15 cts., bacon 35 cts., grain for horse feed 7 cts., and hay 5 cts. a pound.

Q. Do you think the quartz in the region of Cariboo could be crushed to advantage if greater facilities for getting in machinery and supplies were offered?—That is still an open question, in so far as the veins at present known are concerned. Most of the specimens we have received have not proved rich though the veins are very wide. If the facilities were great, for instance, if it were situated on the coast, I daresay even the lodes now known might be worked, but I doubt if any of the discovered veins would pay to work in the Cariboo district. It is probable, however, that we have not yet found in that district the sources of the heavy alluvial gold, because most of what is found in the placers is coarse gold in nuggets or pellets of considerable size, and in the quartz the gold so far discovered has been for the most part distributed in a very high state in iron pyrites.

Q. What silver and copper indications are there on the Mainland, where situated, and is there reason to believe any of the lodes to be true fissure veins of much value if properly worked and with adequate machinery?—The Hope and Cherry Creek localities are both on the Mainland, and those are the two most promising localities for silver I know. As I have not personally visited the Hope mine, I cannot state whether it is a true fissure vein or not. In Cherry Creek mine there was some interruption met with in the vein, and all one can say of it at present is, that very rich ore has been derived from it, and it appears well worth fuller investigation. There are a great number of places where copper has been discovered, not only inland but on the coast. I do not know any more promising locality than the Howe Sound one, from which we have had specimens. In the publication already referred to, I have catalogued seventeen copper localities.

Q. Other than Leech River, is gold to be found in Vancouver Island?—Some years ago the Vancouver Island Government, at that time separate from British Columbia, sent out an exploring expedition, which examined a large part of the Island. They discovered the Leech River diggings and they found also small quantities of gold in several other rivers, and from time to time prospects have been got in other parts. One may even get colors on the sea beach where magnetic iron sand is found; but no deposits have been found up to the present rich enough to work, besides the Leech River ones.

Q. What are the known fuel producing formations in British Columbia of economic value?—The formation which produces the most valuable fuel of British Columbia, that of Queen Charlotte Islands, almost all of Vancouver Island and some on the mainland, is the cretaceous, of the same age as the chalk of England and much newer than the coal rocks of Nova Scotia. Most of the lignites occur in the Tertiary

formation which is the newest form in the country and covers a large area of the interior of the Province. Very excellent lignite occurs in its lower layers.

Q. Do you think anthracite coal exists in Queen Charlotte Islands in sufficient quantity to be remunerative if properly worked?—The total quantity got from the known seam was about 800 tons before work was suspended. I examined the place carefully and consider it well worthy of further investigation, but one cannot give an opinion as to its actual value, till more prospecting work has been done.

Q. Apart from Nanaimo and Comox, what other places on Vancouver Island are possessed of good coal indications?—I believe I have already given all the available information on this point.

Q. What is the general thickness of the seams in Nanaimo, Wellington, Comox and Quatsino, their quality and character, and does coal exist in Barclay Sound at the head of Alberni Canal?—Coal has been found in Barclay Sound, but we are unacquainted with its thickness or extent. The region has never been thoroughly examined. The thickness of the thickest seams in Quatsino Sound is between four and five feet, as far as I know, but it has been imperfectly explored as yet. The quality of the coal there is excellent, and there is a considerable extent of coal measures, stretching probably across the Island from Quatsino to Fort Rupert. There is, however, up to the present time, no settlement there and no traffic, and consequently it has not been considered a paying matter to open the place up.

Q. Is lead, cinnabar, mercury and platinum to be found in any part of British Columbia in any quantity?—Lead occurs in a number of localities, I believe in considerable quantities. Some I have mentioned in connection with silver, silver being generally found associated with galena. It is also said to occur on Kootenay Lake. Cinnabar has been found only in small quantities, none to warrant actual mining. The most promising I have heard of is on the Homathco River, above Bute Inlet. Platinum is found in small quantities in connection with gold washings. It is the only part of the Dominion I believe in which platinum has been found.

Q. What building and ornamental stones are to be found in British Columbia, their location, extent and probable value?—British Columbia is very richly endowed with all kinds of building and some varieties of ornamental stones. There are the sandstones of the cretaceous period in connection with the coals of Vancouver Island, sandstones and free-stones, some of them of excellent quality, and, judiciously chosen—some of them have been proved to be not enduring—they make excellent building stone. Granites and other crystalline rocks of that kind exist in great abundance along the whole coast, and might be used to any extent and exported. There is a lack of suitable stone, for building, in the vicinity of San Francisco. There are also a number of places where marble quarries have been opened out, but no extensive quarrying has yet been inaugurated.

Q. What is the diameter of the largest tree you have seen in British Columbia, and are there very many of that size or nearly approaching it? I cannot state precisely the diameter of the largest Douglas fir I have ever seen; when a specimen was selected to send to the Philadelphia Exhibition, one was chosen which was sure to be sound throughout, and there were larger trees that we were not sure about. This tree had a diameter of 8 ft. 4 in., and a height of 105 ft., and there were a great many in the vicinity of Burrard Inlet approaching to this size. In fact, whole areas of forest are composed of trees of similar size.

Q. What is the average size of logs sawn in the mills at Burrard Inlet? I should say the average size must be between 4 ft. and 5 ft.

Q. In diameter?—Yes, in diameter.

Q. What class of spars can be got out, *i.e.*, their length and diameter?—Spars and masts of any size desirable for shipping can be easily got in British Columbia and are unsurpassed for straightness and strength. I believe masts have been usually shipped hewn to octagonal form from 20 to 30 inches in diameter and 60 to 120 feet long. They have been shipped to special orders as large as 42 inches in diameter and 120 feet long. Yards are generally from 12 to 24 inches in diameter and 50 to 102 feet long.

Q. How does the timber at Burrard Inlet compare with that at Puget Sound, as to size, quality and market prices?—It is probably about the same in both places; or Burrard Inlet, not being so much cut into as Puget Sound, probably contains in proportion to its area more valuable timber at the present time.

Q. Are there any places on Vancouver Island adapted for the erection of saw-mills?—A great number of localities. For instance, in the vicinity of Cowichan and north-west towards Comox, where there is a large area of flat country covered with fine timber, besides Alberni Canal and other places on the coast.

Q. Have you any means of knowing the principal markets to which British Columbia lumber and spars are shipped, the prices obtainable in those markets, and the general opinion of its quality?—I cannot state the prices obtained in the markets. It has been shipped to a small extent to San Francisco—not in large quantity because of the duty. A good deal has been sent to South America, and to Australia, some occasionally to China, and masts and spars have been exported to England and France. Its quality, tested by strength and in other ways, is excellent, particularly for masts and spars. The only respect in which the Douglas fir compares unfavorably with white pine is its somewhat coarser grain, and that is connected of course with its greater strength.

Q. What amount of good farming land is there in the districts of Victoria, Cowichan, Esquimalt, Maltehosin, Sook and Saanich respectively?—I cannot state the exact areas in these districts. They are included in the general estimate of the lands of Vancouver Island given before. The districts above-mentioned are in fact the principal farming tracts of the Island.

Q. Of how many acres does an average farm consist in those localities, what cereals are they capable of producing, and what is the average yield per acre?—The farms on the coast and on Vancouver Island are capable of producing all ordinary cereals successfully. The average yield per acre is invariably very high. The average yield of wheat I have stated is 30 to 40 bushels per acre, as far as can be ascertained, on Vancouver Island. I have not here the statistics of the other grains and root crops.

By Mr. Hesson :

Q. You said you considered the mining industry would always be the prominent industry of the country. Did you take into consideration the value of the farm products, in consequence of the smaller population involved in mining?—I think the value of the agricultural lands, especially in the interior, where they are isolated by mountains, depends upon the development of the mining to a large extent. That is what has provoked farming in the vicinity of Cariboo and other mining districts. The interior of British Columbia has been practically cut off from the coast in the past, and whereas, in the interior, a farmer may produce more wheat in one year than he can sell in three, he has not been able to send it to the coast because of the mountain barrier, and Vancouver Island is actually drawing its grain to a large extent from Washington Territory and Oregon.

Q. I understood from the prices you quoted that there was a scarcity of those articles?—The cause of the prices in Cariboo is the remoteness. Cariboo is 5,000 feet above the sea, and farming is quite impossible at the mines.

By Mr. Fisher :

Q. Do the average prices of farm products in Victoria, Nanaimo, and about there, compare favorably with the prices in the Eastern Provinces?—They are much higher in all cases. I cannot, however, give the exact figures.

By Mr. McNeill :

Q. Is it a good quality of wheat that is raised there?—Very excellent. That in the interior of British Columbia resembles that from Oregon. The kernel is very hard and it makes excellent flour.

By Mr. Fisher :

Q. The agricultural produce is not equal to the demand of the inhabitants?—That of the coast is not equal to the demand of the coast region. In the southern portion of the interior it has been more than sufficient, and there is no external market. But when the railway is completed, it will work a revolution in that part of the country, because it will be possible to send grain to the coast. It is the same in regard to stock. The cattle have so far had to be driven by narrow and often very hilly and difficult trails across the range of the Cascade Mountains and down to Hope. They suffer in condition and in every way, and are less valuable than if they were brought directly down by rail.

By Mr. Baker (Victoria) :

Q. What is the extent and nature of the farming land in and about Nanaimo, Comox, and the east coast of Vancouver?—I cannot give you the statistics for those districts severally. In fact I hardly think any surveys have been made so accurate as to yield this information, but there is a large quantity of flat land now wooded for the most part, which will be ultimately valuable in the vicinity of Nanaimo and Comox. In fact a large portion of that which is marked on the map as belonging to the coal bearing region is flat land susceptible of cultivation either in the proximate or further future.

Q. What is your opinion as to the probable acreage of farming land in other parts of Vancouver Island?—Apart from the district enumerated in previous questions, I think the farming lands are not large. There are limited tracts elsewhere at the head of the inlets and harbours on the coast.

By Mr. Cochrane :

Q. Do you think there would be any difficulty in clearing the lands by burning the timber?—I believe, by watching the right season, it can be done by felling and being ready to clear up when it is dry enough to burn. The size of the trees and the experience of labor are deterrents. It will be done eventually, no doubt. This land, especially when the valuable timber has been removed, will be brought into use as agricultural land.

By Mr. Fisher :

Q. Is there a great deal of small growth in that part of the country?—It is not usual in the dense forests. Limited tracts are covered with scrub.

Q. The stumps of these large trees must be some distance apart?—Yes, but such large stumps take many years to decay, though time will overcome this.

By Mr. McNeill :

Q. How does the climate compare with Great Britain, so far as humidity is concerned?—The climate of some parts of the coast, particularly the west part of Vancouver and the Queen Charlotte Islands, is more humid than that of Great Britain, and even than the west of Ireland, but inside the islands where it is sheltered by the mountain ranges, the climate is not near so humid. There is a great difference.

By Mr. Baker (Victoria) :

Q. Describe respectively the nature and extent, of the farm lands of the Fraser River, Kootenay and Okanagan?—I do not know that any precise estimate has been made of the farming land about the estuary of the Fraser, but there is a great deal of flat land there, partly prairie land, which has to be dyked to prevent the overflows of the river, and make it useful for agriculture. In 1877 Mr. Dewdney informed me that about 400,000 acres had already been surveyed in

townships, of which he estimated about 230,000 as prairie or lightly wooded. To this may be added 10,000 to 15,000 acres, representing good land near the Fraser, between Chilakweyak and Hope. I included the Okanagan and Kootenay country, the general estimate for the southern interior. There is a beautiful tract on Okanagan Lake, about the Mission, which is already pretty nearly settled, and has many good farms. Then, on the Spallumsheen, between Okanagan and Shuswap Lake, there is much fine land in a very wide valley, and irrigation is here not necessary. It is easily accessible by water from Kamloops.

Q. What is the average acreage of farms in those localities, nature of soil, products, yield per acre, and the adaptability of such lands for grazing purposes?—I am not in a position to state the average acreage held by the farmers, but owing to the small demand for cereals, and stock being the only product which it has been possible to sell to advantage, the cultivated area is, as a rule, comparatively small. Each farmer cultivates only such grain as he can dispose of, while he may have a large herd of cattle feeding on the natural grasses, and derive his income chiefly from the sale of these. I cannot speak too highly of the grasses and grazing land of the southern part of British Columbia. It is not excelled, or perhaps equalled, by any grazing land I know. The only danger is the overstocking of certain districts, and I think measures should be taken to prevent this in time.

Q. At what price per acre could any of the farms in British Columbia be purchased, and what facilities are there in British Columbia for acquiring land generally, including timber leases?—The British Columbian Government is liberal in granting lands to settlers. Wild lands are sold at the rate of \$1 per acre, and claims of 160 acres west of the Cascades, of 320 acres east of the Cascades, are given, the title being secured by four years' residence and payment not exceeding \$1 per acre.

Q. What facilities are there for sending stock from British Columbia into Manitoba and the North-West Territories?—Of late years, some stock—particularly a number of horses—has been taken across the Mountains into the North-West Territories. Last year the British Columbian Government very wisely spent a sum of money in cutting out a trail by the Crow's Nest Pass, and that is the easiest route to take cattle from British Columbia into the North-West at present. There is a very fair trail all the way now by the Crow's Nest Pass leading from the Kootenay country. Then cattle have also been driven across by the South Kootenay Pass. Some have preferred the South Kootenay Pass on account of it being a somewhat shorter route, but I think on the whole the Crow's Nest is the most favorable. Horses have also been driven across into the Peace River country, but the demand is so small that it is not likely to be repeated at present. They were sold to the Hudson's Bay Company for trade with the Indians.

By Mr. McNeill:

Q. What is the area of arable land in Vancouver?—389,000 acres estimated.

By Mr. Baker (Victoria):

Q. As to the manufacture of dogfish oil, do you apprehend it will be a commodity of any value in the near future?—Its value is becoming better understood. It is used largely for lubricating machinery and other purposes. I think it is likely to be a very important branch of the fishing industry on some parts of the west coast, and the more it is prosecuted the better for the other fisheries, because the dogfish are so voracious that if they were exterminated the other fish would have a better chance of increasing or prolonging their existence.

Q. Is there not a tolerable quantity of red and yellow cedar in British Columbia?—There is a very large quantity of red cedar, which is found not only on the coast, but in the interior, where a humid climate prevails, in the Selkirk and other ranges, and even as far as the western slopes of the Rocky Mountains. The yellow cedar is more limited. It is confined to the coast, and a good deal is in tracts difficult to get at, but owing to its superior quality as a fine wood for cabinet making purposes, it is likely to be sought after.

By the Chairman :

I inferred, but I do not know if I was correct in the inference, from your statement, that in the interior of British Columbia the lack of rain would be some drawback to the agricultural development of the country?—Over a great part of the southern part of the Province, where agricultural land exists, the rainfall is insufficient for the growth of crops, and irrigation is resorted to, but in most districts abundance of brooks are available for that purpose, and, although to an eastern farmer it may seem to be a disadvantage to have to irrigate his land, a western farmer, his irrigating ditches once made, prefers it, as he has not to pray for rain, but merely cuts a hole in the ditch.

Q. Are the facilities for irrigation equal or superior to those in Colorado?—Generally much superior, because the rainfall on the hills is considerable and the valleys comparatively narrow. There are only some portions of Colorado which can be irrigated. There are large tracts permanently barren from want of water.

PROFESSOR ROBERT BELL'S EVIDENCE.

COMMITTEE ROOM,
HOUSE OF COMMONS, 4th April, 1883.

Professor ROBERT BELL, M.D., F.G.S., called and examined:—

By the Chairman :

Q. Please state your official connection with the Geological Survey?—I have the rank of Assistant Director of the Geological Survey, and I am the oldest geologist upon the staff—not the oldest man, but I have been longer connected with the Survey than any other geologist.

Q. Have you made extensive explorations in the Hudson's Bay region of the North-West Territory?—I may consider I have. I have devoted about six whole seasons to examining either the immediate shores of Hudson's Bay, or the country surrounding it, at a greater or less distance back from the Bay.

Q. Can you give the Committee an approximate appreciation of the extent of land capable of agricultural settlement in that region, and what products could be raised there?—The country immediately surrounding Hudson's Bay cannot be said to be an agricultural region, but to the southward of James' Bay, the southern prolongation of Hudson's Bay, and to the south-westward, there is a long tract of land which, sooner or later, will be, I believe, of value for agricultural purposes. It extends for a distance of nearly 200 miles in a southerly and south-westerly direction. The immediate shore of James' Bay, towards the south end, is very low and level, and the country for some distance back, is covered with sphagnum moss, but this does not exist far inland. The greatest extent is between the lower parts of the Albany and Moose Rivers, but beyond that, there is a level tract of excellent land, well wooded; and southward and south-westward of that again, the country rises pretty rapidly for a short distance and we come upon a plateau which extends inland for another 100 miles, and over the greater part of that the land is excellent as far as I could judge. I have surveyed all the principal rivers and lakes and canoe routes of that country, and made excursions inland to see the rocks and the soil, and it would be what we should con-

sider, in Western Canada, good land. On the eastern side of James' Bay, there is a narrow strip extending about 100 miles from the southern extremity, which would be useful for cattle raising. It is already used by the Hudson's Bay Company for that purpose, and they have shown that sheep and cattle can be reared there successfully. Further north, on the west side, from York Factory or Churchill to the north end of Lake Winnipeg, the first half of the distance or that nearest to Hudson's Bay, is too cold, in a general way, and otherwise unfitted for agriculture, but in the remaining half, a great deal of the land is good, and it is not too cold, to become eventually of some value for agriculture.

Q. You stated in one of your reports that the North Saskatchewan might be considered the middle as between north and south of the whole agricultural region of the North-West. Will you inform the Committee of your reasons for that statement?—If we take the northern sweep of the North Saskatchewan in the neighborhood of Edmonton and Fort Pitt, between that and the boundary line, we have five degrees of latitude southward, while northward the good land, over which wheat has been supposed to grow extends for six degrees of latitude, or to Fort Halkett on the Liard River. Very excellent wheat has been grown in lat. 60°, 1,300 miles north-westward from Winnipeg, and the soil is quite equal to or better than that to the southward of the North Saskatchewan, as I gather from my own observation and from other explorers; and I think, therefore, that North Saskatchewan might be taken as the centre latitude of these northwestern lands.

Q. Are the Hudson's Bay portions of this territory likely, in your opinion, to invite settlement for other than agricultural reasons?—Yes, I think so, although it may be some considerable time before settlements of the kind you refer to may be formed. Still, as population increases, I think that the fisheries, mineral and timber on or near to Hudson's Bay, will be the means of forming settlements.

Q. Can you give any information regarding the country in the vicinity of, and adjoining Hudson's Bay, with regard to its fishing, mineral, and possible industrial resources?—First, in regard to the fishing resources of the Bay, I may mention that valuable fishes are known to exist in the Bay, and others that are only reported or rumored to occur there, probably do exist and may become a very great source of wealth. The minerals are extremely promising in some parts, and might support a large mining population at some future time. I think you referred also to their industrial resources. There is perhaps the lumbering. The long, numerous rivers running northward to the head of James' Bay, and eastward and westward to the same Bay have timber upon them, particularly in the southern parts, which may be fit to export some day when the forests of the older Provinces are more completely exhausted.

Q. What kind of timber is found there?—On the head waters of the Moose River, white pine is abundant and of good size. Red pine also exists and extends rather further north than the white. Then there is "Jack pine" or "cypress," or more properly the Banksian pine, which, though not a timber tree in its southern extension, becomes so in the northern region, which is its home. In the Albany region, I have seen large groves of this tree, quite different from the ordinary scrubby variety, and from which one or two very good saw logs might be cut. Then there is tamarack of good growth, and white spruce, cedar in the southern part, a great deal of white birch, and other trees, which will some day be valuable.

Q. Can you give information as to the climate, as well in its relations to agriculture as to the navigation of Hudson's Bay and the large rivers draining the North West Territory that flow into it?—In regard to the climate for agriculture, the country that I have spoken of, south and south-west of James' Bay, lies in the latitude of Cornwall and Devonshire, in England, and southward of that, it is in the same latitude as the northerly parts of France; and while these countries enjoy exceptionally favorable conditions, there is no peculiarity of climate that would make the district I have referred to, worse than the average of the face of the earth in those latitudes, and, therefore, I think it is likely to be of value for agriculture, as far as climate is concerned. Then, in regard to the effect of climate on the naviga-

tion of Hudson's Bay, I may mention that Hudson's Bay generally lies between latitude 51° , and a considerable distance south of the Arctic Circle. None of it is within the Arctic Circle, and generally it may be said to lie in the latitude of the British Islands, and, as far as the climate is concerned, it should be free and open for navigation.

Q. Have you the dates of the opening and closing of navigation of Hudson's Bay and the rivers leading to it?—In regard to the Bay itself, there is no date for the opening or closing of navigation, because the Bay is open all the year round, like the ocean in corresponding latitudes. It is strictly correct to say that the Bay is open during the winter, because, although in the shallow water at the head of James' Bay a narrow margin of ice forms, it does not extend far outwards, and is due to the land-locked nature of the head of the Bay and the shallowness and freshness of the water. Further north there is a margin of ice along the shallow water, but it never extends so far but that a man on the beach can see the fog on the open water on a clear morning. On parts of the eastern coast, I am told, the sea washes against the rocks all the winter, just the same as on the coasts of Nova Scotia or Newfoundland. The Straits also, I infer, are open all the winter—there is a good deal of evidence to show that. The Esquimaux coming from the northward, who have to cross the Straits, are very seldom able to make the traverse, although they are very anxious to do so, and are very daring. They will float about on ice floes or ice fields in order to get across, but, although they are said to try this every winter, it is only once in about ten years that they can get from the north side to the south. The old books in regard to Hudson's Bay give us a great deal of information—a great deal more, in fact, than is to be gathered in later years. Before 1744, Dobbs, who published an interesting book, states that he was satisfied the Straits were open all the winter, and gives his reasons. He mentions that a vessel, passing out of Hudson's Strait late in the autumn, went into an inlet for some purpose—wood, or water, probably—and an ice-floe blocked the entrance to the inlet, but late in December the ice moved off, and the vessel sailed through the Straits at Christmas. I think the ice is most prevalent in June or July.

Q. Would not the fact that ice forms along the shores seriously affect the navigation of the Bay?—No. It would practically interfere in this way, that you could not get into the harbours longer than you can in the Gulf of St. Lawrence. Although you can navigate the sea, you cannot get at the land on the west coast during the winter.

Q. As to the rivers leading into the Bay—what are the dates of the opening and closing of the principal rivers?—When I was at Martin's Falls on the Albany, I collected the dates of the opening and closing of the Albany River for about forty years preceding my visit, and since that I have obtained the dates for over ten years, so I have an exact record of the opening and closing of the Albany for fifty years, and the average time that it is open is fully six months. At York Factory there has been a record kept, for more than fifty years, in regard to Hayes' River, which shows that it is open for rather more than six months. The Nelson River is open still longer. I think the average of the rivers is about six months.

Q. Is there any other opening from the ocean into Hudson's Bay, except the Straits of the same name?—Yes, there are several openings into the Bay. For example, Fox's Channel is the main entrance from the northward. This channel divides into two at the Archipelago, formerly called Southampton Island, but proved to be a number of islands. The one in the west is called Rowe's Welcome, and that in the east Fox's Channel, which enters into Fury and Hecla Straits and others to the northward, and the Gulf of Boothia, still further north. There are other openings connected with Hudson's Strait itself. On the north side of Resolution Island there is an opening which is often free from ice when the main Strait is closed, and there are several channels south of the Bolton Islands which vessels now pass through. The old maps show a channel from Ungava Bay to Mosquito Bay, which has been dropped from the recent maps though I do not think it is proved not to exist. It was shown as a narrow channel 200 miles in length, leading into Hudson's Bay about 100 miles south of the Straits.

Q. Are these channels to which you refer, practically navigable for large vessels?—The one I have just described would be navigable only for steamships, being too narrow, and the tides would run too swiftly for sailing vessels to navigate it safely. Even in Hudson's Strait, it is more difficult for sailing vessels than steamships. The great problem is to keep off the rocks. The captain of a sailing vessel has to consider constantly whether a change of wind, a calm, or a gale may not occur, in which he would be carried on the rocks in spite of himself. His first care is to keep off the rocks, The next is to get in or out of the Straits. The channels I have referred to might be more available for steamship navigation than the Straits themselves.

By Mr. Trow :

Q. You have never sailed the Straits, have you?—Yes, I have passed through Hudson's Straits. I made a voyage from York Factory in a small barque belonging to the Hudson' Bay Company in 1880.

By the Chairman :

Q. What is the rise of the tide in Hudson's Strait?—It must be 30 feet or more. In Ungava Bay, it is about 40 feet. It has been measured at Fort Chimo.

Q. What is the velocity?—At times about six miles an hour, and the swing is about 20 miles. It has only that to run, when it has to return again. There is a strong current running up or down the Strait all the time, which gives the ice no rest.

Q. What is the difference between the temperature of Hudson's Bay and James' Bay and Lake Superior?—The latter has a temperature below the immediate surface of 39° Fahr.; along the east shore of Hudson's Bay it averaged 53° in the summer months, according to the observations which I made in 1877.

Q. You are speaking of the summer alone?—Yes, of the summer alone. It was so warm that we bathed in it with more comfort than we could in the water of the Gulf of St. Lawrence. The fact that it is land-locked and that the summer is warm, allows the water to become heated, and at the same time not to be carried off by cold ocean currents, as on the Atlantic coast.

Q. Do you account for the warmer temperature by the intense heat of the sun during the summer?—The Bay is very tranquil in the summer, and the sun shines longer there each day than in more southern latitudes in the summer months, and that has the effect of heating the water.

Q. Can you give information respecting the whale, cod or other fisheries of Hudson's Bay?—In regard to the whale fishery, the large whales are confined principally to the north-west part of the Bay. The Americans from New Bedford and New London have resorted to the north-west part of the Bay to fish whales for twenty years or upwards, and have generally been very successful. From one to three or four or five vessels go every year, and according to the Report of the United States Commissioner of Fisheries, the returns have been very large. Mr. Dawson mentioned in the House the other day that, in the years 1863, 1864, 1865 and 1866, they brought back nearly \$1,000,000 worth of whale-oil and whalebone, and I think the rate is kept up now. The statistics of whale-fishing have been published by the United States Commissioner of Fisheries for the period from 1784 to 1876, and they show that during the last twenty years, a pretty steady return has been made from Hudson's Bay.

Q. That is in regard to the whale fisheries?—That is with regard to the whale fisheries. The white porpoise, or what is called the white whale, there, is very abundant. They are almost undisturbed so far, and are found in great numbers along the shores of the Bay. Then, in regard to the cod, codfish are not considered an article of commerce, and are not sought to be caught by the Indians or officers of the Hudson's Bay Company. Consequently we do not know very much about this question; but there is a good deal of evidence pointing to the occurrence of the cod in Hudson's Bay. Sir John Richardson speaks of the cod as being found between Cape

Raleigh and Cumberland Gulf, and the Bishop of Moosonee told me that, when he was at Whale River, he had been informed that the true cod had been caught off the mouth of the river; and Hearne, who was in charge of Fort Prince of Wales for many years, says he has seen dead codfish which had been washed ashore there. One Robson, who wrote a book on Hudson's Bay, stated that when he was passing over a bank off Churchill, the captain of the vessel wished to stop to fish for cod, showing either that he was aware of their being there, or had confidence that he would find them. I have seen rock cod, which some naturalists consider to be the same species as the common cod caught in the Bay. The conditions for codfish are extremely favorable. The depth and temperature of the water and the character of the bottom are favorable, and the capeling and other food of the cod are abundant.

Q. Could you give any particulars respecting the Nelson and Churchill rivers, as regards their capability for affording commercial facilities?—The Churchill River would furnish no facilities. It is rapid down to the head of tide, within eight miles of the sea. The Nelson River might be navigable upward from the mouth or downward from Lake Winnipeg for a certain distance. Half the river is navigable. Except a chute of some fifteen feet, there is a stretch of about 180 miles in the central part of the Nelson River which is navigable, but between this and the mouth on the one hand, and the head of the river on the other, there is a considerable part broken by rapids.

Q. How far can the Nelson be navigated from its mouth upwards?—From the head of tide about forty or fifty miles and downward from Lake Winnipeg about the same distance. Then there would be forty or fifty miles above the first and below the second of those stretches broken by rapids, and the central 180 miles would be navigable, except for the one break referred to. The whole length of the river is 360 miles. One-half in the central part is navigable, and the other half is divided into stretches of ninety miles each, half of each of these again being navigable, and half broken as I have just stated.

Q. Would the fish or fish products from Hudson's Bay be likely to be of sufficient commercial importance to invite settlement?—The prospect is that they would, in some parts at least. Salmon are extremely abundant in the north—the common salmon and other species, Hearne's salmon, which is even better than the common species, but not so large. I have seen them frequently up to 10 lb. in weight. The common salmon swarms in all the streams on both sides of Hudson's Strait and around the islands. There are other kinds of fish—salmon trout and white fish, like that in Lake Superior, the herring, white fish; and in the rivers round Hudson Bay we have all the common fishes of the north, grayling, grey trout, sturgeon, pike, pickerel, gold-eyes, and other fish.

Q. What is the liability to summer frosts in the country around Hudson's Bay?—In the larger area of agricultural land south and south-west of James' Bay, I think not very great. In 1877, on my homeward journey, I left Moose Factory on the 1st October, and at that time all the tender plants—the tobacco plant, castor oil, bean, common beans, cucumbers, balsams and other tender plants, were perfectly green, standing in the open air, and probably remained so for some time after I left, as we had no frost. And at the posts of the Hudson's Bay Company, inland, they are not often troubled with early autumn frosts.

Q. How about late frosts in the spring?—Nor late frosts in the spring. I think the sowing is done on an average at the same time as in corresponding latitudes in Lower Canada. I have spoken of the southern region. Further to the north-west, at Norway House, in 1879, they had a frost in the latter part of September, which blighted the tender plants, and it was remarked as the first that had occurred there in thirty-four years. Wheat ripens perfectly every year in that region.

By Mr. Cochrane :

Q. Where is that?—About twenty miles down the Nelson River from the north end of Lake Winnipeg. The climate there, I think, is as good as in Manitoba, on account of certain favorable conditions.

By the Chairman:

Q. Did I understand you to say that wheat would ripen 1,300 miles north-west from Winnipeg? How far would that be directly north from Winnipeg?—I suppose about 700 miles straight north. But wheat would not grow at that distance straight north. The isothermal lines have been proved to trend to the north-westward. The area of wheat could not be defined by straight lines, it must be found out experimentally in each region.

Q. As you go farther west, it would extend further north?—Yes, in a general way.

Q. Is iron found on Hudson's Bay, and is there coal or other fuel sufficient to work it?—Iron ore is very abundant on the east coast of Hudson's Bay and on the Islands northward from Cape Jones, at the commencement of Hudson's Bay proper there is an inexhaustible quantity of rich and valuable iron ore—valuable, from the fact that it contains a great amount of carbonate of manganese, making it available for the manufacture of Bessemer steel; but the fuel has not been found. Anthracite coal is supposed to exist on Long Island. I have seen specimens, but the quantity is not known to be great. Wood is scarce there, or not in sufficient quantities to smelt iron, and bituminous coal is not known to occur.

Q. What is your opinion of Hudson's Bay itself in respect to the commercial facilities it may probably offer for the North-West as an outlet to the Atlantic?—I think Hudson's Bay is of the very greatest importance commercially, and to our North-West Territories especially. It lies in the centre of the Dominion. Taking the whole area of the Dominion, Hudson's Bay is in the central part. It is an enormous body of water, almost surrounded by land, and half the extent of the Mediterranean Sea. The western coast is no further from Liverpool or Glasgow than Montreal is, and consequently, if we went to a port on this coast, we should have as short a voyage as to Montreal, and would save the whole distance between the latter port and Winnipeg, on our way into the interior.

Q. Do you consider the navigation feasible for any considerable portion of the year?—There is no doubt of that. It has been proved by some 730 voyages which have been made into Hudson's Bay, to be feasible. Very few losses, indeed, have occurred, possibly none at all in the Straits—which seems to be the great bug-bear in the question of the navigation of Hudson's Bay, but when you consider that navigation has hitherto been carried on without any proper charts or surveys, or light-houses, or pilots, it shows a record very favourable, and steamships could accomplish the same work much more safely, especially by the aid of charts, &c.

By Mr. Cockburn.

2. How many passages have been made?—At least 730 voyages from first to last, up to this time, have been made into Hudson's Bay and back again.

By Mr. Trow.

Q. What did you say was the length of the Nelson River?—360 miles.

Q. What is the length of the portion which is navigable?—About forty to fifty miles downward from the head, and forty to fifty upward from the mouth, and 180 miles in the centre, with only one break.

Q. What is the nature of the rapids?—They are over solid rock.

Q. Are they very high and difficult?—Yes. The fall amounts in the aggregate to 710 feet. Lake Winnipeg has that elevation above the sea.

Q. The navigation is surmounted with difficulty, then?—Yes. I do not think we can count upon the Nelson River as of value for navigation, except temporarily in assisting the construction of railways, and for local purposes.

Q. What is the latitude of the mouth of the Nelson?—The mouth of the Nelson, or rather York Factory, near by, is in latitude 57°1, according to my observations.

Q. And what is the distance from that point to the Southern portion of the Straits?—About 600 miles.

Q. North?—North-east.

Q. What would it be due north to the latitude of the Straits?—I should think, without looking at the map, perhaps 300 miles.

Q. Not more than that?—No. Perhaps it might be more. I cannot recollect at this moment.

By Mr. Cockburn :

Q. Do you know anything about the section of the country north of Lake Superior?—Yes, I think more than any other man living. Without boasting of it, I have explored that country very thoroughly.

By Mr. Trow :

Q. Is any trading done to the mouth of the Nelson River by the Hudson's Bay Company now?—Yes, they do a trade in furs at York Factory, near by.

Q. What is the nature of the vessels?—A barque of 320 tons drawing about 10 feet of water.

Q. How many trips does she make?—One trip a year. Half a cargo would do. They must come with the smallest vessel possible, so as to ascend the Hayes' River.

Q. How many months would the Straits be navigable, not only for those vessels, but for steamers?—We do not know anything to the contrary of their being navigable for steamers the whole year round. I think the worst season is that in which the most navigation is now done. The ice is loosened from the shores of Hudson's Bay and drifts out, and, when that passes, other ice comes down from the north.

By the Chairman :

Q. From Baffin's Bay and Davis's Strait?—Fox's Channel.

Q. You say the tides are very high and rapid in the Straits?—Yes.

Q. Would that not impede navigation by the rapid moving of the ice up and down the channels of the Strait itself?—It does. It makes the navigation with sailing vessels somewhat difficult, but nothing serious has happened—no serious accidents. The ice never blocks the Straits completely across. There seems to be always a channel open somewhere, and steamships, especially if they were aided by signals and a telegraph, could always get through. Mr. Erastus Wiman, of New York, has obtained a report from the most experienced American whalers in regard to the navigation of Hudson's Straits, and they all declare that steamers could pass at all times as far as they are aware and that, when the ice is there, there is always a passage between the rocks and the ice, but for months the Straits are practically clear.

Q. What is the narrowest part of the Straits?—45 miles at the mouth or opposite Resolution Island. The length is 500 miles, the average width 100 miles and the depth 150 fathoms.

Q. Is the ice so prevalent that it practically fills up the channel? I infer, that it is sometimes nearly over the Straits?—There is one place, one of the narrowest parts, near the centre, where long tongues of drift ice project at certain stages of the tide, but never altogether across the Straits. When we were passing through the Straits on coming to this place, there was an hour-glass-shaped field of ice, but we could not pass through because of there being no wind. We could have passed in ten minutes had we had any wind, but there was not a breath of wind and the vessel turned round.

Q. At what season of the year was that?—About the beginning of October.

Q. Was it that year's ice?—It was the remains of old rotten ice which had been drifted about all the summer from far north. It was very old decayed ice from the previous winter, covered with mud and dust and sometimes gravel.

By Mr. Trow :

Q. In the event of a railway being constructed from Winnipeg to the mouth of the Nelson, is there a possibility of that season's crop being taken to Britain?—Yes, exactly as in the moving of the crops of Western Canada to Montreal and Quebec.

Q. Do you know the month it is harvested, and the time it would take to get to that point?—The wheat is harvested in the North-West from the middle of August to the beginning of September—also barley and oats—and there is plenty of time to take it to the sea coast between that time and November; and if it would not pay to take it that way, it would not pay to bring it any other way. It would be better to store it and take it out the next year by the short route than to bring it by one involving a long land carriage.

By the Chairman :

Q. I think I heard you say that the difficulties encountered by the Hudson's Bay ships, were, because of their coming at a certain season of the year—those ships that did encounter difficulties—and I inferred that the season was rather early and that if they came later they would have less difficulty?—Certainly, but it would not suit their trade.

Q. Would not that have the effect of deterring ships or vessels from getting into Hudson's Bay early in the season for the movement of crops stored the winter previous?—Oh, no. Steamships could come in a month later than the Hudson's Bay ships.

Q. But earlier, I mean?—There is no reason, there is no fact to show that it could not be done. Steam vessels could come in, I think, long before the Hudson's Bay ships have tried to pass through the Straits, because the ice is still fast to the shores, and, as far as we know, the Straits are open. There is more difficulty later on.

Q. Would this borage of ice in the Bay itself remain late in the spring?—No; I suppose it would be all gone by the middle of May.

By Mr. Trow :

Q. What grain have you seen grow at York Factory?—No grain would grow at York Factory—nothing but potatoes and vegetables, turnips and root crops. The immediate influence of the sea there is unfavorable. The climate is bad at the very shore. It improves rapidly as you go inland, and very decidedly as you get half way to Lake Winnipeg. There is a very decided change in going to the south-westward.

Q. How do you account for the favorable appearance of the flora so late in the season?—I spoke of Moose Factory. That enjoys the most favorable climate on the Bay. You are there away from the influence of the open sea. James' Bay is far south and comparatively narrow, and the water is warmer than at York Factory.

Q. For what distance is Moose River navigable?—If I recollect rightly, about 130 miles from its mouth at high water.

Q. What is the nature of the soil?—The soil is very good at Moose and along the immediate bank of the river, and, after you get a certain distance inland above the flat country I spoke of, it seemed to be good everywhere, on this plateau, as far as I could ascertain.

Q. And the Albany, have you travelled on that river?—Yes, I have surveyed the Albany River.

By Mr. Dickinson :

Q. Have you been long associated with the Geological Survey?—As I mentioned to the Chairman, I am the oldest member of the staff. My connection with it began twenty-six years ago, in the beginning of 1857.

Q. What parts of the Dominion have you investigated geologically?—I have investigated a great deal of the country everywhere, from the Gulf of St. Lawrence nearly to the Rocky Mountains and from the shores of Lake Erie to Hudson's

Straits, and a great part of the geological map of the country is my work, as well as the Museum, which represents our collections.

Q. How does the Staff of the Geological Survey of Canada compare with that of the United States in point of ability?—That is rather a hard question to answer. The relative abilities of different men are a matter of opinion with each individual; one's friends are likely to say he is more able than some others if placed in competition with them. I know some of the American geologists, and good as they may be, I should be sorry to say that our staff is in any way inferior to them. We have fifteen graduates of the principal universities of the country on the staff—nine of them permanently and the others temporarily employed—and the other members are selected for their special skill in the branches on which they are engaged, such as the paleontologists, the chemists, and so on. It would be nonsense to say that the staff of the Geological Survey of Canada are all incompetent except one man. It would be an insult to a staff of men whom I think second to none in their profession.

Q. How long has the Survey been in existence?—Forty-one years. It is a venerable institution and has been supported steadily by the Government and is a credit to Canada. It began in 1842 under Sir William Logan, and has been continued steadily until this time. A large amount of scientific literature has been published by the survey, and a scientific library has been formed in connection with it.

By Mr. Cockburn :

Q. Has any attempt been made to collect mining statistics in Canada generally?—Not generally. In Nova Scotia and British Columbia the mining statistics are collected by the Local Governments, but that subject has not been attended to sufficiently I think, by the Geological Survey of the country. I think the collecting of statistics generally might be part of the work of the survey very properly. In 1863, seeing the want of this, I undertook to collect the statistics which I got by the favour of friends. For three years I collected them officially for the Provinces of Quebec and Ontario, and those for 1863, 1870 and 1871 were collected and published in the report of 1871, showing the immense value of the mines of the country and the amount of wealth they represent. I have now a complete record, which is unpublished, up to the close of 1882 of the mines of the whole country. I know most of the mines themselves, having had opportunities of visiting them and knowing the miners and the owners, or the managers, as a matter of courtesy and favour they answered my letters and gave me what, when compiled, makes a pretty complete record.

By Mr. Fairbanks :

Q. I understand you to say that the difficulties from ice in the Straits are less in winter than in summer?—I have not been in the Straits in the winter. In regard to their condition at that season, I judge merely from circumstances, the travels of the Esquimaux, the statements of Mr. Arthur Dobbs, and other information which I have obtained.

Q. Do you understand that, when the Straits are once passed, the serious difficulties from ice are over?—Decidedly. The bay is as open as the ocean in the same latitudes. There may be an occasional patch of drift ice on either.

Q. The difficulty is not in the bay being closed but in approaching to the land?—The harbors are closed in winter like those of Quebec and Montreal.

Q. At what time do you think the harbours close from ice?—I should say the middle of November, sometimes not till near Christmas. The Nelson River is sometimes open in November. A doctor wrote to me that he had to go fifty or sixty miles up to get across to see a patient still later in the season.

Q. There is no difficulty in a vessel leaving the coast of the Bay up to the latter part of October?—No, or later, up to the middle of November, I think.

By Mr. Trow :

Q. Have you travelled the section of the country in the neighborhood of Lake Athabaska?—Yes.

Q. Have you ever noticed any indications of petroleum there?—Yes.

Q. To any extent?—Very extensive indeed.

Q. Sufficient to guarantee the working?—The indications of petroleum there have been noticed by the old travellers—Sir John Richardson, Mackenzie and others—but in those days petroleum was not known to have any value. It is only since the discovery of a lamp to burn it that it has become valuable, and that geologists have been looking for it. So I was able to look for indications in the light of our own present knowledge of the subject.

Q. Is the country adapted for settlement and colonization?—The country near that part of the Athabaska is mixed. Some of the land is very good; much of it is not.

By Mr. Bain :

Q. Owing to rock?—No, owing to sand and muskegs principally, not to rock.

Q. How is it immediately west of York Factory?—Have you travelled through that region?—Yes, I have surveyed the Nelson River and passed up and down twice. I have surveyed it from the sea to Lake Winnipeg, including its various channels.

Q. That would be south rather than west?—It runs north-east, or from the south-west.

Q. Do you know anything of the country more directly West?—I have been up the Churchill River and a considerable distance beyond a straight line between Lake Winnipeg and the mouth of the Churchill.

Q. What is the character of the country in a general way in that region?—The banks of the river were composed of clay and drift, and here and there in the bottom there was an exposure of rock. I do not know much of the country inland except what I saw in crossing from the Nelson to the Churchill River where the surface was principally clay.

Q. Is the open surface inclined to run to grass, or does it lie bare?—Where the green woods, like spruce and tamarack occur, the ground is covered with moss and is apt to be wet. When that is burnt off, poplar grows up and the land is dry.

Q. You spoke of the extent and number of the staff; what is the annual cost?—The annual cost has varied very much. Sir William Logan began with a very small sum of money, and that was gradually increased until it reached \$60,000. It has been about \$65,000 for two or three years, and now we are to have \$60,000 for the survey and \$31,000 for the salaries of the staff.

By Mr. Scott :

Q. In a general way, in the Hudson's Bay territories are there many useful minerals?—As far as we know there are, but very little search has been made there. I can however mention numerous minerals which are already known to exist. They embrace iron, as hematite, magnetite, clay ironstone and rich magniferous iron ore, on the east main coast, copper in the native state and in various combinations, lead, silver, gold, molybdenum, antimony, manganese, chromium, phosphate of lime, jade, chrysoptase, agate, cornelian, malachite, jasper, serpentine, jet, lazulite, petroleum, asphalt, peat, anthracite, bituminous coal, lignite, limestone, granite, sandstone, and sand for glass-making, moulding sand, clays, marls, ochres, gypsum, iron pyrites, salt, medicinal waters, sheet mica, soapstone, and plumbago. These are all known to occur, many in various parts of the territory and most of them certainly well worth looking after. Sir John Richardson mentioned that he thought it would be to the advantage of the Imperial Government and the Hudson's Bay Company to explore the country for minerals. He was convinced it would not be long before the value of the mines of the Hudson's Bay territory would far surpass that of the fur trade. This was many years ago.

By Mr. Ross (Lisgar) :

Q. Have you ever been to the Lake of the Woods?—Yes, I went there first in 1872, and made considerable explorations there again in 1873. I kept adding each

year to what I had done the year before, and in 1881, to complete its exploration geologically, I spent a considerable time there, and went all round the remaining parts of the lake, which had not been previously surveyed.

Q. What do you think of the prospects of finding gold in paying quantities?—One should be cautious to answer such a question if official weight is to be attached to it. From what I saw up to 1881, I should say the prospect was highly encouraging. The rocks are of a character which is extremely favourable to gold, both as to the character of the rocks themselves and their geological age and position, and consequently, even if gold had not been discovered, we should predict that it was very likely to be found there.

Q. Of what formation are these rocks?—The Huronian formation—the great metalliferous formation of Canada, the same as the valuable mines of Wisconsin and Michigan occur in, and the mines of Ontario in the west, and it is believed those of the Eastern Townships; and of very nearly the same age as the gold-bearing rocks in Nova Scotia.

Q. Is there a large extent of that?—Yes; these Huronian bands occur in bands conformable to the Laurentian; and the Lake of the Woods band is one of the most extensive. We know of a width of 30 miles at Lake of the Woods, and further north-east of 40 miles, and I have traced it for nearly 300 miles, or a distance equal to the length of the whole of the peninsula of Nova Scotia.

Q. Have you seen any of the veins of gold there?—Yes; I have seen some of them.

Q. What do you think of the nature of the veins?—They seemed very promising, consisting of quartz, with calcspar and other minerals generally associated with gold; and sometimes they are of a slaty nature, like certain gold-bearing veins in other regions.

Q. You could not say whether the gold is in paying quantities?—The country is not so disturbed as one would like to see, in order to create a great number of veins, but they are, nevertheless, quite prominent and prevalent, and probably one out of a considerable number will be worth working. It is not every place one tries that turns out to be a mine; but in mining districts a certain number prove rich, and pay the cost of prospecting the others. I brought quartz from the Lake of the Woods, when I was up in that country in 1878, which produced very good returns on being assayed. It was analyzed in our own laboratory.

Q. What do you think is the nature of the ore?—It is what miners call free-milling ore. You see the gold quite unassociated with anything, or free in the quartz. There is nothing to prevent taking it out by the common process of stamping and amalgamating.

By Mr. McCraney:

Q. It is all fixed and not detached, I suppose—not similar to the British Columbia or California regions, where it is thrown up by volcanic action?—No; I have seen gold said to have been washed out from the surface deposits at the Lake of the Woods, but no doubt it came originally from the veins themselves.

By Mr. Trow

Q. During your travels towards Carleton, have you noticed very often gold in sandbars on the North Saskatchewan?—I have found “colors” of gold by washing in the rivers in that country.

Q. How do you account for its location—whether its original bed was north or south?—There have been various theories as to its source. I think certainly northward rather than south.

Q. Then it must have been with the glaciers driven in that direction?—It is hard to say where it may have come from, the north-eastward or the north-westward, but we have not yet examined all the country northward.

Q. Would it not be more natural to suppose it had come down the river from the mountains?—No; it has not come in that way, because it belongs to the stoney clays of the river banks, and there is no evidence that it comes from the west at all, but rather from the northward.

By Mr. Cockburn :

Q. North of Lake Superior, what sort of country is it?—Starting from the shores of Lake Superior, in a general way the country is very broken and rugged to the height of land. There are valleys running north-easterly and south-westerly. Approaching the height of land the country becomes more level. The heads of the streams interlock and there is no marked feature to indicate the height of land. The waters wind about a great deal, and every little stream is navigable by canoes. After following them a certain distance you find them going to the north or south. Beyond the height of land you have a plateau gradually sloping to the north, and, as you approach Hudson's Bay, there is a sudden drop at about 100 miles southward of James' Bay. This descent turns round with a wide sort of sweep to the south-westward of the Bay. In crossing it you have a fall of 100 feet to 200 feet in a few miles. Then the character of the rivers changes, and they run over silurian or devonian rocks, and through clay, and are quite navigable for steamers at high water.

Q. Is the country well timbered?—It has been so formerly, but a great deal of it has been burnt from time to time, and you have second growths of timber of all ages, from 100 years or more to two or three years. Comparatively little of the primitive forest is still standing north of Lake Superior. There is more of it north of Lake-Huron which has never been burnt.

By Mr. Trow :

Q. Is that table land of any extent?—It has a breadth of 100 miles, or thereabouts.

Q. Is it adapted for settlement?—Yes, I think so.

Q. There are imperceptible currents in the streams flowing either way?—You have a stretch of dead water, and then a little chute or rapid, followed by a similar stretch.

Q. What is the general elevation of the height of land northward from Lake Superior?—It might be put at 1,500 feet above the sea. The heads of the principal rivers used for canoe-routes, are 1,200 feet or 1,300 feet above the sea.

By the Chairman :

Q. Do these forest fires continue to occur? Have any been of recent date?—Not so much now as formerly. Formerly the Indians did not consider the timber of any value. It was rather a virtue to burn it. The blueberries grew on the burnt parts. Snowshoeing was better in the winter; and the rabbits, attracted by the new shoots, were more abundant. In all my travels I make it a point to meet the chief men and tell them it is the wish of the Government, and to their own interest, not to allow the forests to be burnt. I advise them what to do. I know how it occurs. They leave camp fires in the dry moss in the summer, and the wind fans them into flame. I advise them to make their fires on the shore and, before leaving, to throw the brands into the water, and extinguish the coals with water. I have met the same Indians some years afterwards, and have found that they have attended to my requests.

Q. Forest fires that have occurred have been principally through the instrumentality of the Indians?—Yes, because there are so many Indians going about; but they are started by lightning often, and by white men—surveyors and sportsmen. White travellers generally are more careless than the Indians.

By Mr. Baker (Victoria) :

Q. What has been the character of the voyages into the Hudson's Bay?—From the discovery of the Bay by Hudson up to the present time, most of the voyages

made have been by Hudson's Bay Company's ships, but during the wars between the French and British, many ships were sent out to fight for the posts. The whaling voyages and voyages of discovery are also included in the estimate I mentioned.

Q. Is there sufficient to induce more than one Hudson's Bay Company's vessel to go there every year?—Two vessels go every year. Formerly more went, but now the bulk of the Company's supplies for the interior go in by railway, and for a short time before that, they went by the Red River steamers to Winnipeg.

Do these Hudson's Bay vessels take a full cargo homeward?—No, not sufficient to load them. Fur is small in bulk, but extremely valuable. They are not full. The furs are pressed into bales. When I went home, they carried, it was said, \$500,000 worth of furs, and the hold was not half full. They also take some porpoise and seal oil. They might take minerals brought from a distance, but I do not think it would pay them at present. The ships do not go to ports where minerals exist.

Q. What minerals found in other parts of Canada do not exist in Hudson's Bay?—I can scarcely say any, because the list I gave you includes the principal minerals, but the region over which these occur, embraces the whole Hudson's Bay Territory. I spoke generally.

Q. Is no particular portion of the Hudson's Bay Territory more productive than another?—Yes. The agricultural regions are not mineral regions, and there is a great waste region in the centre of the Labrador peninsula which, though rocky, is not likely to be mineral bearing. The East-main coast of Hudson's Bay and the region north of Churchill are likely to be rich, but not southward. The Coppermine River, the lower parts of the Mackenzie River, and west from that to Alaska, are likely to be mineral regions. I believe the last mentioned territory is going to be the Colorado and Nevada of the Dominion of Canada. Far more gold will probably be found there than in British Columbia.

By Mr. Cockburn :

Q. Does limestone exist?—Yes, in large quantities, on both shores of Hudson's Bay.

Q. Phosphates?—Phosphate of lime has been found in the region near the Coppermine River, and elsewhere in the far north. The Dominion of Canada includes all these regions to the north, and valuable minerals have been found in various parts of them.

By Mr. Kranz :

Q. Do you not think it is too cold around Hudson's Bay to make the working of railways practicable during the winter months?—No. If they can work in Minnesota they can near Hudson's Bay, because the extreme cold diminishes as you go north and approach the sea, and the snow diminishes also. It is a mistake to suppose there is much snow north. In the Esquimaux land, they have very little snow, and have to seek out places where it is more abundant for building their houses. The snow is less than in Manitoba.

By Mr. Fisher :

Q. You say it is the shore ice which interferes with the navigation?—The ice in the mouths of rivers and in harbors early in spring and late in fall.

Q. How many months would there be when it would not interfere with the harbors?—On an average, six months.

Q. And in James' Bay, which is shallower than Hudson's Bay, is it longer or is it broken up by the heat of the sun sooner than in Hudson's Bay?—Rather sooner, I think. By the first week in May the most of it would be gone.

Q. Then the navigation of James' Bay would be as long as that of the mouth of Churchill River?—I think so, quite. Early in the spring there is a good deal of river and shore ice floating in the south of James' Bay, but a steamship could pass through it easily. It would offer little obstruction to a steamship. It is very light, rotten ice from the rivers and around shore.

By the Chairman :

Q. If the navigation of Hudson's Bay becomes practicable, it seems to me, if there is much timber in that locality, it will be a valuable item of export. Perhaps you can tell us what the extent of the timber resources of these rivers that fall into Hudson's Bay are—whether there is likely to be a large export of timber from that region?—The Moose River, which is perhaps the most valuable for timber, has some, perhaps, twenty principal branches that spread out and cover a transverse area of more than 200 miles from the neighborhood of the Ottawa westward, to beyond Michipicoten valley. These join together and form several fine large streams running northward parallel to each other, and they unite to form the Moose, which falls into the head of James' Bay. The southern parts of these streams are clothed with white and red pine, and, as you go northward, you have good cedar, spruce and tamarac and the Banksian pine. The southern branches of the Albany also afford valuable timber; but northward of that, I do not think you could say the timber would be valuable for export commercially, as long as we have the other rivers to fall back upon. As to the limits of timber generally, I have paid a good deal of attention to the subject of scientific foresting, and have prepared maps showing the northern limit of every tree that occurs in Canada. The most northern species is the spruce, the limit of which runs from Seal River north of Churchill to the mouth of the Mackenzie River, or in a north-westward direction; and on the other side of the Bay, from Richmond Gulf up to Ungava Bay in Hudson's Straits, and down to the Straits of Bellisle. The whole country to the southward of that line is wooded.

Q. You speak of that being the northern limit. For a considerable distance south of that the timber would not be merchantable?—No. It is scrubby, but it becomes larger as you go south and westward. In my last report there is a map showing the northern limits of thirty of the principal trees. We have about sixty species of timber trees east of the Rocky Mountains and thirty west. There are 340 kinds of timber in North America, and we have ninety of these in the Dominion.

2. About how late can the frost be said to leave the ground in the region of Hudson's Bay?—It begins to thaw in May, and the thawed part penetrates to a greater or less depth, and in some places it thaws out entirely. It is not proved that frost is permanent in the ground in the neighborhood of Hudson's Bay, away from the banks of rivers &c. In that neighborhood the frost penetrates horizontally, more than vertically, so that when it is found 30 feet or 40 feet deep in the banks of the rivers, it is a mistake to imagine that there is frost to the same depth throughout the country. The banks of these rivers run water all the winter, and in the spring I have tried myself with sharp-pointed poles driven into the ground, at a distance from the banks of the rivers, near York Factory, and have found no frost after the middle of summer to a depth of six feet, and I do not know how much deeper, except where it was covered with something that protected the post from the heat of the sun.

Q. In those places, the frost is permanent?—I believe so. Perhaps there is a layer of frost permanent in the ground at Winnipeg—6 in. at a depth of 7 ft., that never thaws.

By Mr. Cockburn.

Q. Have you been in the neighborhood of Lake Abbitibi, north of Lake Nipissing?—I have been north of Lake Nipissing, but not to Abbitibi. Mr. A. S. Cochrane, one of my assistants in 1877, surveyed that stream from the outlet of the Lake, to the Junction with the Moose River.

By the Chairman :

Q. There is a considerable quantity of good timber in that locality, is there not?—Yes, but after leaving the lake, a good deal of the forest is burnt in the neighborhood of the river.

By Mr. Cockburn :

Q. The Ontario Government have sent a man to Lake Temagaming?—Yes, that discharges into both the Montreal River and the Sturgeon River. I have gone from the north shore of Lake Huron to James Bay by a zigzag course, following no particular canal route.

Q. Have you any knowledge of scientific forestry?—As I mentioned before, since 1860 I have paid a great deal of attention to that subject. In that year I published a statement of the limits of the trees and shrubs, particularly in regard to Lake Superior, and wherever I have gone since then I have noted the species of trees existing and tried in every way by information from travellers to ascertain what the exact northern limit of each kind is. I think now they are indicated on my maps so that the lines can be depended on as nearly accurate. This is of great interest and importance, because it shows the limits of our wealth in timber, and is a valuable indication of climate, and also, because the distribution of trees suggest some important geological problems.

Q. Have you noticed the map showing the northern limits of some kinds of timber prepared by the Interior Department?—It was a very bad copy of a temporary manuscript map of my own.

Q. It is not true as to the northern limit of some timbers in Ontario?—No, not strictly true. I have altered it in some places since that copy was made.

Q. White oak occurs 100 miles further north than is shown there?—Yes, to the northern end of Lake Temiscamingue.

By Mr. Trow :

Q. If a country was denuded of its timber by fires, what effect would that have on the climate and rainfall?—If it was entirely denuded, it would have a considerable effect, but if it is only denuded in comparatively small areas each year, the average rainfall remains the same.

By the Chairman :

Q. In a series of years the aggregate effect would be cumulative, I suppose?—Yes; the effect of one year would influence the next year and so on.

By Mr. Cockburn :

Q. Do you think it is because the timber is getting limited that the streams are falling off, because there is nothing to hold the water and it rushes down more rapidly in the spring, and in the summer gets lower?—Where a great deal of clearing has been done, as in parts of western Ontario, it has that effect. Perhaps the aggregate rainfall does not differ, but the water flows off rapidly and is over, whereas formerly the trees shaded the ground and otherwise retained the moisture.

Q. It is not so much that the timber is being stripped?—Perhaps that influences the rainfall to some extent, but another reason is, that that the water runs off more rapidly from cleared land than from forest land. Every log lying across the little streams in timbered land helps to keep the water back.

By Mr. Trow :

Q. Is not the rainfall much less on the broad, open praries—at Moose Jaw, Regina—and so on, than in Manitoba proper?—I think it is considerably less.

Q. How do you account for that?—Is it owing to the country being denuded of its timber?—Its elevation has something to do with it, and probably the currents of air that bring the moisture from the south cannot precipitate it till they reach a more northern latitude. The rainfall is not regular. You cannot draw regular lines on a map to represent it. It would be represented rather by irregular lines and areas.

By Mr. Cockburn :

Q. You think it is more influenced by currents of air than by the timber limit of a country?—Both will affect it. When heated air, bringing a large quantity of moisture, comes to a country, it may be induced to precipitate the water in the way of rain from different causes chilling it. It has been found so in Europe. The higher mountains and the proximity of cold lakes condense it, while the heat of an extensive bed of sand will prevent it condensing. The heat from the ground keeps the moisture in suspension in the air, and it is carried on.

By Mr. Fisher :

Q. Do you believe the planting out of the timber in those regions of the North-West which are now timberless would improve the climate?—It would increase the rain probably, but is a problem whether timber would grow there. Where it does not grow naturally, it is doubtful if it would grow at all. In approaching the open country the tree lines do not end abruptly as if the prairie country had been cut out by fire, but tend southward before they reach the beginning of the prairie, and are replaced by western species, showing that the present condition of things has existed for an immense length of time.

Q. Do you imagine that on our treeless prairies of the west, it is impossible to cultivate forests?—Some worthless trees for timber like willows or cottonwood would grow, but they would never amount to much. Coniferous trees and hard woods, I think, will never be induced to grow permanently where they are not found naturally.

Q. That would limit very materially the utility of the science of forestry?—To that extent. But it has to do with keeping up the existing forests.

Q. The greatest arguments in its favour have been used by the people of the Western States as to the planting out of trees?—It is to be hoped they will succeed, but it is very doubtful to what extent, I think, as yet. It is very hard to alter the face of nature. Generally the condition of things we find existing is what has long existed and must continue to exist. Otherwise we should find a greater tendency to change.

PROFESSOR MACOUN'S EVIDENCE.

COMMITTEE ROOM,

HOUSE OF COMMONS, May 2nd, 1883.

The Committee met, Mr. WHITE (Renfrew) in the Chair.

Mr. JOHN MACOUN, called and examined :

By the Chairman :

Q. Will you kindly state your official relations to the Geological Survey?—I am botanist.

Q. Were you not also connected with the Pacific Railway survey, and when?—Yes, I was one of Mr. Fleming's exploring party in 1882, and crossed with him as far as Edmonton. Then I was sent on a branch expedition with Mr. Horetzky to explore the Peace River, and we explored the Peace River Pass, and went through northern British Columbia, and reached the coast at Victoria in December. Then in 1875, I was appointed botanist to Mr. Selwyn's expedition to explore British Columbia and the Peace River again, and that year, I might say, I walked all the way from Yale to the Rocky Mountains in latitude 55°, and examined the country as I went up. Then I explored the whole length of the Peace River as far as Lake Athabasca, and collected grains as I went down the river and other material which I brought home with me, and reached Winnipeg the first week in November of that year. Then in 1879 I was commissioned to examine the prairie country.

about parallel 51° , two degrees north of the boundary line, and in that year I almost went straight from Fort Ellice across the country to Morleyville at the base of the Rocky Mountains, and then I turned north until I reached about latitude $52\frac{1}{2}^{\circ}$, and then turned east and went through to the Meridian of Battleford, and then came home. In that year, I travelled across the prairies by actual measurement over 2,500 miles in my travels up and down the country. In 1880, I was sent out again, but this time further south. I received instructions and a map from the Department of the Interior with a blue line marked upon it up and down the worst tracts, as they thought of the prairie country of the whole North-West, and upon that blue line I travelled all the summer. That took me down through the great Souris plain, south of the Pacific Railway; and then I went west and through the Cypress Hills and then turned north from the western end of the Cypress Hills and crossed that country between those hills and the South Saskatchewan. Then I turned the great bend of the Saskatchewan and was instructed to go north, and went up the country on about the 106th Meridian as far as Humboldt, and then turned and went down again through the great Salt Plain as it is improperly named west of the Touchwood Hills and examined all that country to Fort Ellice, then comparatively unknown. That year I travelled 1,800 measured miles without a trail, and I travelled less than 20 miles on the trail altogether. Then in 1881, I was sent out again, and that year I explored the country lying along Winnipgoosis and the Red Deer River, and the wet country up to the north of Fort Pelly, and last year in connection with the Geological Survey I examined the western part of Ontario and the north-eastern part of Quebec.

Q. That I suppose would be an answer to this question—Have you examined the country between Lake Nipissing and Gaspé?—Well, only partly, not officially. I never examined it in connection with any Government expedition, except the Gaspé Peninsula.

Q. Can you describe the features of the country, as indicated by its flora, between those points?—Yes. Not exactly the features as regards the topography—I mean the hills and so on—because the flora will not indicate that, unless the hills are very high, but Mr. Richardson, of the Geological Survey, explored Lake St. John and the Saguenay and that part of Quebec lying between Lake St. John and Lake Misstassinie. He explored the country around Lake Temiscamingue, and collected plants in these regions in 1870 and 1871. All those plants were submitted to me; and I am positive in this statement, that, throughout the district I have indicated, there is nothing in the vegetation to show that it is any more deficient in a summer climate than the region in the vicinity of Ottawa.

By Mr. Dawson :

Q. Between Lake St. John, Lake Misstassinie, and the head of Lake Temiscamingue?—Yes. There is nothing in the specimens to indicate that the climate is anything like as cold as the region immediately to the north of Lake Superior.

By the Chairman :

Q. On the shore of the St. Lawrence, in the Gaspé region, do you find the same agricultural conditions as a few miles further inland, and, if not, what are the different characteristics as marked by the plants or flora?—I would like to make a preliminary statement in connection with that question. There are certain laws that govern the growth of plants that botanists, at any rate, are well aware of. One great law is that, according to the summer temperature, so do we find the plants. If I am not clear enough on this point, I would like any gentleman to question me, because it is of importance. There are certain laws that govern the productions of plants, and that is not annual temperature, as we have been in the habit of speaking in connection with the country, but summer temperature. May, June, July, August and, if you choose, September—those five months—the temperature of those five months settles the question of the productiveness of any section of our country, no

matter what meteorologists may say. I am speaking positively on this point, because I wish to be contradicted or confirmed. Now, a low summer temperature, such as they have in many sections of the Maritime Provinces—I will give one instance, along the Bay of Chaleurs. They may have a longer summer along the Bay of Chaleurs than they would have here, but, owing to the cooling power of the gulf water, the lands along that coast are slow to ripen their grain, and why? The summer temperature is low. If the summer temperature is high and there is little cloud—I want to be strong on this point—Cloud makes coolness in this sense—it prevents ripening and prevents actual growth. Clear sunlight—I am not speaking now of length of day—clear sunlight is an absolute necessity as respects the perfection and growth of the cereals. Now, having clear sunlight, the summer temperature will be naturally higher than if it was cloudy. Some will say that a cloudy day with us is often a warm one. We admit that, but I am speaking of the growth and productiveness of plants. Now, along the coast below here, along the Gaspé coast and the Bay of Chaleurs, close on the sea cliffs and sometimes 300 or 400 yards inland, I have found plants that have arctic tendencies, plants that will be found on the coast of Labrador and even up to the Arctic Sea; but a quarter of a mile inland, not one of these plants was to be seen. The conclusion I came to was that, as we recede from the shore, the cooling power of the sea air ceases, and the land within has got a normal climate, not an abnormal one such as the coast would show. As I came up the coast and left the cold water of the Gulf, this gradually changed, and when I had reached Matane it had changed altogether. From Ste. Anne des Monts up, there was no difficulty whatever in the way of growing grain. Then, when I came up to Little Métis, I saw wheat fields there, and, as it was part of my business to examine the grain—I do it wherever I go—I did so and I was surprised, I may say astonished, to find the same condition existing in Gaspé as I found existing in Manitoba and the great North-West; that is, instead of producing wheat as in the wheat-fields in Ontario—a narrow ear, with two grains at the most in the fascicle—I found at Métis there were three grains in the fascicle across the ear, and in cases indications of a fourth. I went to other fields and found the same conditions in every field. But the fields there are not cultivated in the sense we understand by cultivation here, but as far as the natural climate is concerned, it is just as well suited for the production of good crops of wheat as the North-West.—I mean climatically. Now, reasoning from the same basis, and taking the plants of Lake St. John—Misstassinie is colder than Lake St. John, but Lake Temiscamingue is a good deal like the climate of Lake St. John—there was nothing in those plants to indicate that wheat in those regions could not be produced just as well as it could in our own region here.

By Mr. Trow :

Q. Is the season sufficiently long for bringing it to ripeness?—I say, yes. I do not speak from absolute knowledge, but this much I will mention: May, June, July, August, September—those five months are the only months that we need. Now, there are certain grasses that mature their seeds in September. These grasses—if necessary, I can give you their names and the specimens—mature their seeds up there, and, reasoning from the same basis, I say, if they mature their seeds in this region, why should not wheat, which ripens earlier?

By Mr. Sproule :

Q. May not the grasses endure a greater degree of cold and not be affected by frost as wheat would?—A botanist has got certain fixed physical laws to govern him. I profess to know every species of plant that has been found in the Dominion of Canada, from the Atlantic to the Pacific, and to the extreme north, and what is more, I know the range of every species. I speak positively on this point. I have studied the matter for thirty years, and have every species fixed, and know where every species would occur, and where summer frosts would occur.

By Mr. Trow :

Q. You might find those plants in sheltered positions, when the climate would not be good for growing grain?—In the sheltered situations the plants that indicate cold are found, and in the exposed situations you find the general flora of the country. I expect there are a number of practical farmers in the room. I am going to speak now in a practical sense. Throughout Ontario there are certain localities where summer frosts happen every year. Now, I challenge any practical farmer to state if, in every case, the summer frosts do not take place in sheltered positions. It is a law that the sheltered positions—the cool, low, sheltered points, where the wind does not get—are the places where we have the summer frosts.

By Mr. Farrow :

Q. Has not the soil something to do with that?—Here is another law, and a practical one. If you drain your ground, and get rid of the cold water below, you get rid of the summer frosts. It is a law, and the plants indicate it. I can find out where water is if you show me the plants. Plants indicate when water is lying in the sub-soil. Drain the land and you raise the temperature, and you shorten the time necessary to mature your grain. I say, then, here is an immense field, lying from Gaspé all around to Manitoba, and, if you choose, I will say away up to the Mackenzie—an immense region, that is so large that I should be ashamed to mention the number of thousands of square miles in it—and it wants nothing but drainage, where there is good soil, to make it as good for grain raising as nineteen-twentieths of the land we talk so highly about, and I stake my reputation on that statement.

By Mr. Farrow.

Q. Explain this. You speak of these low, sheltered places as subject to frost. I know of two farmers who have two such spots, with roadway between the two, and both are sown with wheat. One put salt on the land on one side and the other did not. One was struck with frost and where the salt was applied the frost did not strike?—I will not pretend to solve that question. When men condemn the North-West Salt Lands, the lands that contain the salts there, and tell me those lands are no good, I only laugh at them, because I say, if you only knew, those are the inexhaustible lands of the North-West, the lands that, when those which are so finely spoken of are exhausted, will be falling into line. Your question is outside of botany, and I will not touch it. The application of salt evidently increased the temperature. There is no doubt about that; but it did this, which I know. The application of salt seems to give power to vegetation to resist cold. It strengthens it. It is just like men eating salt. White men in the North-West use salt in their victuals and Indians do not. If an epidemic comes, the man who eats no salt goes down, especially with the small-pox. Why not apply the same to plants?

By Mr. Trow.

Q. Are not the fatal effects upon the Indian more due to the want of sanitary measures and nourishment than to want of salt?—I do not know enough to prove that.

By Mr. Watson.

Q. Is it not a fact that manuring the salt lands of the North-West will assist in growing crops there?—By breaking up the land. The cause of so much salt in the same place is the water evaporating and leaving a hard crust. By breaking the soil up, and allowing the water to pass through, it will obliterate all that. Within a quarter of a mile of Winnipeg in 1872, there were lands that would not produce potatoes. Five years afterwards they grew wheat.

Q. As to the salt lands, there is a theory that it is caused because the grasses are burnt off and the water is carried off by the ashes?—That is not right. Practical

farmers will thoroughly understand me when I say the ashes of all land plants produce potash, and the ashes of all sea plants produce sodium, as a base. The salts of the North-West are not potash salts. Hence they are not derived from the burning of the grasses. But they are derived, as Dr. Selwyn would tell you, from the wash from the older hills. The old cretaceous rocks contain large quantities of these sulphurous materials and sodaic salts and those become scattered through the soil in great quantities, and they cause the salts—not the land plants. I saw last year the finest lands I ever saw in my life, in Prince Edward Island, that were almost barren, because from time immemorial the men had put sea-weed on the land and filled it with salt, and never put on barn-yard manure of potash, and that is all that is required in the lands of the east.

By Mr. Trow.

Q. Is it not mussel mud they put on there?—That is all right, because that contains a large quantity of lime.

By Mr. Watson.

Q. I have known farmers who have applied manure to the salt patches in their lands, and, after two or three years, the land produced a great quantity?—That settles the question.

By Mr. Sproule.

Q. Are the salts in the North-West, salts of sodium or aluminum?—They contain large quantities of Epsom salts.

Q. I should fancy there was a great quantity of aluminum?—Possibly, but it is not potash salts.

By Mr. McCraney.

Q. You have seen the results of those experiments?—No, but I know enough to know what should be done, and what the results would be when it would be done.

Q. Last year I was west as far as the Missouri River in Dakota, where there was a good deal of these salts. They have experimented and say that it is a positive fact that the salt lands will be eventually the best?—They will be inexhaustible, but I dared not say so seven years ago, when I was before the Committee before, because, as it was I said too much. I was considered a crank.

By Mr. Kirk :

Q. You do not approve of seaweed as a manure?—Yes, I do; but the soil is absolutely like an ash-bed, it is so rich, and it is deficient in the potash salt necessary to produce first-class potatoes and good grain.

By the Chairman :

Q. Would you give the Committee the result of your observations of the general agricultural resources of the country in the Gaspé region, say, for instance, in relation to the soil?—The Gaspé region is a region of high hills and rocky slopes, and some flat lands well suited for agriculture; the agricultural capabilities of the country are not very great; but the climate, where the soil is suitable, is all right. There is not a doubt about that at all.

Q. Please also state your impressions of the agricultural resources of the country in the neighbourhood of Lake Nipissing?—The statements from there are only second-hand, other than this: I have examined all the plants that have been collected in the Muskoka and Nipissing districts, and with the exception of some in the Muskoka district which indicated coolness, down near the shores of the Georgian Bay, there is nothing in that region to indicate cold, nothing to show that, climatically, it is not fitted for raising all kinds of grain. I mention this as an absolute truth. Here,

where we are, they raise first-class grapes in the open air, and they ripen well. Would any gentleman, who considers the question, think that the warm air that is passing over here stops, and does not pass over the whole country up to the north, and carry the same warmth up there? You see, it should. Dr. Bell tells me that, down along the southern part of James' Bay, and a few miles back from Hudson's Bay, he could see nothing in the climate to show that it was cold. He submitted all these plants to me, and not a plant, gathered two miles back from James' Bay or Hudson's Bay, indicated a cold climate; and away up, as far as latitude 59°, I never found, in the Peace River region, a plant that indicated a climate as cold as Quebec.

Q. Those within two miles did?—Yes, and those within half a mile of Lake Superior are of the same character. Along the north shores of Lake Superior they are precisely the same plants as those I gathered along the coast of Gaspé last year. Back from the coast, and up north of Lake Superior, they disappear. I obtained, in 1879, splendid wheat, which had been grown at Brunswick House.

By Mr. Trow :

Q. To any extent?—You know how the Hudson's Bay people grow it—a little for their soup. But a quarter of an acre is as good as 100 square miles to prove a case, for I am speaking climatically.

By the Chairman :

Q. Have the botanical specimens you have had opportunity to gather in those portions of the North-West over which you have travelled, been sufficiently complete and of such a nature as to enable you from them to describe the agricultural character of those parts of the country?—Yes. I am absolutely certain that the collections I have made give me power to make absolute statements, and here is the reason. M. Bourgeau went out in 1856 and 1857—a French botanist, of great eminence. He was out with Captain Palliser for two seasons, and made extensive collections through the whole prairie region. Drummond, an able botanist, made large collections on the Peace River and Saskatchewan. My collections of 1872, 1875, 1879 1880, and 1881, were exhaustive of the districts visited. I took all these species and classified them, arranged them and tabulated them, and compared them with those of Ontario, because I have every plant that has ever been found in Ontario, except four. I compared those that I collected with the flora of Ontario, in a regular tabulated statement. What did I find? That, with this exception, that there are a certain class of plants that are Californian in our southern prairies, and plants that belong to the great plateau to the south of us, I found, with that exception, nothing to indicate that the summer climate of the North-West was any different from ours, except that, when you get to the Saskatchewan country, the swamps are colder than our swamps and the swamps on the height of land near the Lake of the Woods. Two or three plants appear there that are more arctic in their tendencies than any in Ontario; but with these exceptions, the prairie flora indicate a drier and warmer temperature than in Ontario.

Q. Referring to the more northern parts of the North-West Territory that you have visited, are you of opinion that sufficient immunity from summer frosts may be calculated upon, to allow reasonable certainty in the cultivation of the cereals?—All watersheds are necessarily wet, and, by being wet, they are necessarily cold. Look around in Ontario. I am looking now to Wellington, where I have been, and there is just as much cold in the County of Wellington, as in any place in the North-West, with the exception of one or two very bad swamps. There is just as much coldness in summer in the County of Wellington, in the garden of Ontario, as anywhere I know in the North-West Territories. I never remember seeing a summer frost in July in the North-West, but I have seen it at Orangeville; and, where there are summer frosts, they are just local, and produced from local causes—coolness of sub-soil, and wetness of surface soil and shelter.

By Mr. Sproule :

Q. Has not altitude anything to do with it?—It is over 1,300 feet in Wellington, and it does not interfere with plants when it is so low. If it were dry it would not interfere. If the plants are on exposed parts, then altitude in Wellington is the cause, but, if they are sheltered, then it is not. If there is a fair, open country, and summer frosts occur, it is the altitude. In no case in the North-West that I know of, does the altitude cause summer frosts, but they will always be found until drainage takes place. Look from the Riding Mountains across every watershed that runs up to the north of the Saskatchewan. There will be summer frosts on that watershed every year until drainage takes place, and the land is warmed by that means, and yet I deny that there is a summer frost in the North-West at all.

Q. What do you mean?—I mean that they are late spring or early autumn frosts.

Q. Where there is a summer frost in July, which will destroy the vegetation, how can plants mature their seeds?—What we call summer frosts are late spring and early autumn frosts, and those take place under these conditions in every country. A heavy fall of rain, followed by north-west wind, generally brings bright moonshine and calmness at night, that produces frost, and that lowers the temperature throughout the whole length and breadth of America. Down in the United States, the frosts of this spring have done immense destruction.

Have we been injured?—No, because growth has not commenced here, and I tell you that we in Canada are less injured by spring frosts and summer frosts, if you choose, than they are in the United States, because we are slow to start, and the North-West just passes from winter into spring and on it goes, but in the United States it is spring too soon, and in Western Ontario the same. There is spring in Western Ontario sometimes in February, and then they are sorry.

By Mr. McNeill :

Q. Do I understand you to say that, all other things being equal, the land equally dry and equally high, they are actually more subject to injury from summer frosts in the Southern States than in the North-West?—No; but until spring fairly sets in, down South the buds have burst, and when the cold winds come, they are in a position to be injured, and ours have not started.

Q. Did you say that in the United States they are more likely to suffer from summer frosts on the whole?—Yes, and do. The records prove it. Hardly ever have we been injured by a frost throughout the length and breadth of the country. You remember a very severe frost that took place here when everything was growing rapidly. In the fall of 1881, for instance, we had a great drought, and when the rain came everything started into life, but very soon after a severe frost came and killed everything—potatoes, turnips, and all the young leaves, even cabbage. That is the kind of frost that does damage. Growth, followed by sudden frost, always does injury. Such things never take place in the North-West in the fall of the year, simply because everything ripens owing to the dryness of the atmosphere, and then when frost comes, no injury comes in connection with it. But summer frosts will always be on watersheds, and are in the North-West on the watershed that lies from the Riding Mountains up to the Athabasca country.

By Mr. Dawson :

Q. The soil is very good in the Riding Mountains?—The soil could not be beat, and sheltered locations that have a wet sub-soil may not suffer, but they will be likely to suffer, and river valleys also. It is an absurdity to think that a river valley will escape frost, and yet none on the upland. It will be just the opposite.

By the Chairman :

Q. The general idea is, that along the large bodies of water there is greater immunity from frost than further inland?—I know it has been printed, and printed

by the Department, and I denied it when I saw it. It is just the opposite. River valleys are subject to frosts and the level plains are not, and if you get a river valley without frost, you can predicate that the temperature of the uplands is completely clear of frosts.

Q. But in the vicinity of large bodies of water, for instance the extensions of the Ottawa, such as the Alouette Lake, where there is no valley in the proper sense, but the land rises gradually from the river, is it not a fact, that within the vicinity of the river there is greater immunity from summer frosts than there is further back?—Your statement is correct, and I will put a corollary to it. Along the shores of large bodies of waters in spring the vegetation is very slow to start, and, if the wind blows off the cold water, you may expect frost. But in the fall, all large bodies of water have a longer fall than the country inland, because the water changes its temperature much more slowly than the land. In the spring vegetation is longer starting along these lake bodies than further inland, and more likely to be injured by frost in the spring, but not in the fall. The fall is open much longer.

Q. Have you examined that portion of the Canadian North-West which has been generally believed to be an extension of what is called the American Desert, that is, the portion of the country on the frontier west of the 100th degree of west longitude? That was what was included, I suppose, in the blue line you spoke of?—I never went further to the south than to within twenty-five miles of the boundary. I never was on the boundary, except at Emerson. I am going again to apply to the practical farmers on the Committee, and this is to clear away a good deal of obscurity that lies in connection with the North-West. I was the first who dared to say the prairie country was the best country. I came home in 1879, and said it was nonsense to talk about a Fertile Belt; there was no Fertile Belt. And I was the first who said the Touchwood Hills had no existence.

By Mr. Trow :

Q. What is your opinion of the country west of the Touchwood Hills?—I will explain it in a minute. Our explorers have been in the habit of saying, because the grass on the prairie is about eight inches long, that the land was so subject to drought that nothing would grow, and set it down as climatically arid. Palliser mentioned that the Hand Hills were an isolated group of hills, with splendid vegetation, and the country around an arid waste. I went to the Hills in 1879, and found the hills there; but I said: "What did the man mean?" Ought hills not to be drier than hollows? Ought not the hills to be drier in an arid country than the level country around them? Why, certainly. I examined and found that the level country was burnt over every year by fires in the fall. In the spring of the year the grass rushed up about six or eight inches high, and then scarcely ever produced seeds. Why? I dug into the soil in about a thousand places in the North-West. For the first foot the ground was literally filled with roots of grasses. Year after year that grass had been burnt over, and the ground was so filled with grass roots that the water could not penetrate into the soil. The result was that it was literally barren, owing to the imperviousness of the soil. But I came across one tract where it had not been burnt, and the grass of the previous year was thrown down, and I found a good mulch, and here was the grass growing fine and tall, and producing seed. Then, would you pretend that, because an old pasture field you had pastured for thirty years and let go to grass, did not produce grass any longer than six inches, and I found wheat growing on the other side of the fence,—would you say: "What an arid climate you have in this field, and what a fine climate in that field?" You would say: "That has been so long in an old pasture that there is no show for the wheat till it is broken up." And so on in the North-West, with this country they call "The Desert." When I was there in 1879, and said all that was necessary was to break up the soil and let in the water, the whole thing was done. In 1880, at the base of the Cypress Hills, they broke the ground first. I examined the farm, and took a spade and drove it in over a foot without difficulty, although the ground had been broken to the depth of only two inches and a half. Less than a yard away,

where it was not broken, I could not get the spade in at all. It was impermeable. Here the rain went into the soil. On the other spot the rain lay on the surface, and evaporated. I deny that in the North-West there is any point where the aridity of the climate is so great that grain will not be produced.

Q. Is there sufficient rainfall on the extension of the Missouri Coteau, which runs up west of the Touchwood Hills?—The Missouri Coteau comes in at the 103rd meridian and crosses the Saskatchewan at the 107th meridian, and passes away up by Battleford, but it is the broken front of an escarpment, and over that a fine series of rolling hills and fine grass, and it is partly covered with gravel. And even on the Coteau, where there is good soil, they will grow as good grain as in any other part, but certain parts of the country to the south of the Coteau are covered with from three inches to two feet of water-washed gravel, which is scattered over the surface of the soil. There there will never be any agriculture, but there is no place on the Missouri Coteau where the grass does not form a sward, and everyone knows, that where grass will form a sward, there grain will come to maturity. Bunch grass is formed by the weaker plants dying out and the stronger plants taking all the moisture to themselves, just as you find it with timothy. Climatically speaking, we have no part of the American Desert in our North-West, but we have soils that will never be fitted for agriculture.

By Mr. Dawson:

Q. Where is that soil, and is it of any extent?—When you go on the Coteau—I am speaking of one south of the Cypress Hills, largely covered with gravel. That tract will never be of any use.

Q. Is it extensive?—I passed over eight or ten miles of it, and I cannot say.

By Mr. Trow:

Q. It must be forty miles across, west of the Touchwood Hills?—That is not the Missouri Coteau at all. The Coteau is 140 miles to the south of the tract you speak of.

Q. It is supposed to extend up there?—It is supposed, but it does not in reality.

Q. I think your previous reports confirm that statement?—That prairie is almost a dead level for forty miles. They call it the great salt plain. The proper name is the great waterless, treeless plain, because in a flat country, water cannot remain in the summer, and hence that great plain in August was largely waterless, and it was a waterless plain of forty miles; but I said to Mr. Wilkins, "Measure that plain and see where the salt commences and ends." He measured it, and on the Carleton trail he found it was a little over eleven miles. Since then, Mr. George Simpson, in 1881, dug pits across that plain, and he made it less than I did. I was sent to that plain in the year 1880 to examine it to the southwest of the Touchwood Hills. I went up to Humboldt.

Q. That is on the telegraph line?—Yes; I went up to get my maps to fit. I started from the Coteau at the Great Bend of what is called Strong Current Creek, and struck a bee line straight for Humboldt. When we reached the woods near it, I camped and sent my assistant to find the trail to connect our position. He did so, and we started. I travelled without trail and by compass, for the south-west end of the Touchwood Hills. We measured by odometer and found less than six miles where the salt lands and marshes were to be found. There is an oblong tract from Long Lake to Quill Lake, and in that valley within a valley, the salt land is found. But the plain you mentioned is the great waterless plain, and in the south there are immense tracts of the same character, especially on the Souris Plain, that the people are enchanted with because the land is so good and fine.

Q. Did you not see that portion of the territory in an exceptionally wet season?—It was an exceptionally dry season. I will show you the reason. Would you believe, that in July, 1880, myself and men and horses, within forty miles or less of

Regina, on the southern plain towards the Coteau, coming from Moose Mountain to Moose Jaw Creek, were thirty hours without a drop of water.

By Mr. Trow :

Q. What year was that?—1886.

Q. A few years earlier you would probably not have had any for 100 hours?—I was on the plains in an exceptionally dry year, and on the plain where we could not get a drop of water it was as level as a table for 100 miles, though it was rather rough. The absence of water was caused by the levelness of the prairie, as there were no depressions where ponds could be found and water retained. Water is always scarce on a level plain and abundant in a broken country.

By Mr. Fairbank :

Q. What does the gravel rest upon?—Upon splendid soil. Geologists call the gravel, quartzite drift.

By Mr. Dawson :

Q. On these very dry plains, you say they were dry because the water could not permeate the soil?—Yes; particularly on account of the old soil. The salt lands of the North-West get so thoroughly baked in the dry weather that it is impossible to penetrate them, and yet when they are broken up in the spring and are a little moist, they are like ashes, and remain so in the summer if they have been broken, but if not, the rain evaporates and none goes into the soil, and that is my reason for saying it is climatically not barren.

Q. What about the rainfall?—The rainfall of the south is light and the rainfall of the north is heavy. We all know what the cause of the deficiency of rainfall in Ontario at the present time is. There is a gentleman who has a big farm and it is without grass or anything upon it, and he sees a rain storm, a thunder storm, coming in the distance, and one part of it goes to the right and one to the left and he is without a drop, and when it passes him the two parts meet again. Why? Because the farm was radiating too much heat and the clouds were dispersed, and instead of the rain storm stopping it dispersed. It is the same in the North-West. The rain is brought from the south, and over the grassy plains, scarcely any rainfall takes place until it comes in contact with the wooded country, and then down comes great quantities of rain, and that is the reason. As soon as cultivation commences and trees are planted, the North-West, instead of being at its worst, as it is now, will improve climatically, the rainfall will be less in the north and greater in the south, and settlers will be sure of having no drought.

By Mr. Watson :

Q. You think there should be tree planting?—Certainly.

By Mr. Fairbank :

Q. Explain why the heat radiating causes the clouds to separate?—South of our boundary there is a radiating surface in the United States of over 300,000 square miles—it may be 500,000. Upon that great plateau to the south, there are scarcely any trees. As the moisture that comes in from the Gulf of Mexico or even from the Gulf of California goes over that plain instead of being deposited there, the sun is pouring down heat and this heat is radiated again into the atmosphere, and the result is that moisture and heat are both carried north, both from the east and from the west, and as they come up over on to our plains, as soon as they strike the Wood Mountain and the Turtle Mountain and the Moose Mountain, where we have a series of broken hills, environed by ponds and covered with wood, the rain pours down. The clouds pass on, and on the interior plain, where there is no wood, you can see a thunder storm playing round a little hill—a local storm—and in another

place you get none, because it is a dry region. At the Elbow of the South Saskatchewan there is a group of sand hills. When I was there, there was no rain at the Elbow though there was everywhere near us, because it was too hot. The clouds passed on up to Humboldt till they struck the wood, and the rain there fell in torrents. We get in the North-West the rain that ought to fall on the American plateau geographically, but it is carried on up to our country, and I can see the heat flowing far to the north, beyond where any one of us believe, and I see the summer climate there suitable for anything. The heat and moisture of the south is spread over our whole North-West, and in time this will be better understood. When my head is in the grave men will say "Macoun told the truth though it was hard to believe him." Mr. Fleming once asked me, when they were putting the railway into the Leatherhead Pass, "why is the country up from Edmonton to the Leatherhead so very wet?" I said "it is on account of the glaciers that are around the head of the Athabaska and the North Saskatchewan, and the air comes down and condenses the moisture, and down it comes in great quantities, and that is the reason why the Peace River region is a prairie and has a light rainfall, because the rainfall that should go there is stopped on the watershed of the Athabaska and the Saskatchewan.

By Mr. McNeill:

Q. What depth into the soil does the salt extend?—That is too little understood. Here is the reason of it. Throughout the North-West there are three steppes. There is the lower plain—that is the Red River prairie, which is nearly all alluvial. Then the second prairie steppe, heavily covered with drift in most places, and then the third prairie steppe, not heavily covered with drift and often without any. The Touchwood Hills have the worst water of anywhere I know in the same district, because the hollows are based on the cretaceous clay, which contains the alkali. There is no drift on the salt plain, which is a valley within a valley. This is a lower depression west of the hills, and is chiefly white mud swamps in the cretaceous clay, and the whole soil is permeated with salt. I do not consider that tract a good one, I consider it suited for pasturage. Such lands in the north become white mud swamps, but south these are arid clays which you can do nothing with. That part where it is not covered with drift, is a terrible place to cross.

By Mr. Dawson:

Q. Is there a large tract of country of this clay you describe?—No. To put it to its outer limits, it was six miles in the south and eleven in the north. Perhaps it would be condensed into a much smaller space than that.

By Mr. Sproule:

Q. How long is it?—From the head of Long Lake to Quill Lake.

By Mr. McNeill:

Q. This class of lands you say would be valuable as agricultural lands. Is the salt chiefly on the surface of the lands?—It is a peculiar soil, derived from the disintegration of the beds of the lignite, tertiary or Laramie group, and it is more like ashes when it is dry than anything else. It is that colour and a splendid soil. In those swamps west of the Touchwood Hills, the soil is all right, but, to me, the drainage will never take place that would make it first class land.

Q. In some parts of the United States, these salt lands by being turned up to the weather, have been found to become quite valuable?—The lands you speak of—the bad lands of Dakota—are the lands placed geologically on the same rocks as we have. The St. Pierre beds constitute what are vulgarly called the bad lands of Dakota. Our bad lands or salt lands are based on the St. Pierre beds principally. The water is always bad on these clays, but the soil, I say, never.

By Mr. McCraney :

Q. It is almost inexhaustible ?—I believe so, but the water is salt or at least it is a strong solution of Epsom salts.

By Mr. Sproule :

Q. Can you get good water by sinking wells ?—No.

Q. How is the water in the artesian wells ?—They will never get water in that way in the St. Pierre beds; for this reason: Where the water is got from a great depth, and they go into the cretaceous clay to get it, they get salt water all the time, and cannot get any other, because the whole land is impregnated with this salt, but it is covered with drift; if they do not sink through the drift, they will get first-class water all over the prairie. You will hear of a pool of first-class water, and not 100 yards away a lake of salt. The reason is the latter has its bed on the surface of the St. Pierre beds, and the pool has a spring in the drift. Hence, in the Winnipeg prairie, you must dig deep to get good water; on the second prairie steppe, you must dig shallow, and on the third prairie steppe, you must be careful where you dig.

By Mr. Ferguson (Leeds) :

Q. These good water springs may have their source of supply a good many miles distant ?—Yes; I would not be surprised to find that some of the water found in Lake Winnipegosis comes from the South Saskatchewan.

By the Chairman :

Q. Do you think that trees can be successfully cultivated on the prairies now treeless, and please give your reasons for such belief ?—I profess to be a scientific botanist, and on that ground I take my stand. Here are certain points: Men have said to me, "What is the use of talking about trees on the prairie? If they were suited for the prairie, they would have been there." Please notice this. Throughout the whole world every species of tree has its own particular region. I will give you a remarkable fact in connection with the prairie maple that is now being planted—the ash-leaf maple, the *negundo accroides*. Where there is a great deal of moisture in the air, that tree is not hardy. It is not hardy to the east, and it is hardy on our plains. That shows that when men say the maple will not grow there because it is not found there, they are wrong. The maple of the North-West is not hardy in many parts of Canada and the United States, because the air is not suitable for its growth. Down to the south of the Coteau, near Regina, at the base of the Dirt Hills, I found growing *fraxinus viridis*, what you call rim ash, the river ash. The Indians make their baskets of it principally. I found it growing along the base of the Coteau and not in river valleys, but on the open prairie, and other trees in that region. The beech, which is a very prominent tree in our woods, never grows further west than the straits of Mackinaw. Would any one who found the maple in an isolated group at the west end of Lake Superior, say it is stopped there by the cold? No. Looking at it in that way, I say our maple and trees of that nature, and all our oaks, everyone, are sure of being successfully grown in the North-West. All our oaks, because the oaks grow naturally—I am speaking of our white and black oaks—on a sandy, dry soil in our woods. If the land gets very dry there, which it does not, but if it should, then these trees would have moisture enough to keep them growing. All that is necessary is for the seeds to be taken out to the North-West and planted, and the proof of my words will be found at once. What is the reason why the country is found without wood? I have gone up and down the prairie on a straight line from north to south, and have always found—I have travelled for eighty miles on a stretch, and have never seen a bush except a rose-bush, not a willow or a poplar, but I got permanent water. The first willows I struck were at the north-eastern corner of a pool. For instance, there is a pool. The fire would burn on each side and

leave the grass, and I would find the willows where the fire could not touch them. The first poplars we would strike would be always in a little depression, where the fire would come up to a little hill first where there was short grass. I found on the big plain, north of the Cypress Hills, where trees are not supposed to exist, twenty-three big poplars, 2 ft. in diameter, some of them in the midst of the sand-hills, where the fire could not touch them—enormous trees standing alone, buried in sand—and there they are yet, unless they were cut down last year by the C.P.R. people. Willows and poplars do not grow from seed, except when it suits them. They do not depend on their seeds. Cut a willow or a poplar stalk, and put it down and it will grow. These trees propagate from their roots, and then thousands of little trees grow up. People say they come up from the seeds. ~~It is nonsense.~~ They come from the roots. As soon as the root of the willow or poplar is burnt out and rotted, there is no power in the prairie to reclothe itself with wood.

By Mr. Trow.

Q. This conflicts with the statements given by Professor Bell?—Professor Bell is a geologist. I am a botanist, and I may conflict with any gentleman, for I speak my own knowledge from my own standpoint.

By Mr. McNeill.

Q. You say the trees are devoured the same as cattle would devour if they were unfenced, and the fire cannot get at them the same as if there were a fence to stop the cattle?—Exactly, they are fenced from the fire. In the driest part of the country, I was camped near the Elbow of the South Saskatchewan, where none of the storms would come near us. There was lots of wood. We were in sand hills and the fire could not burn it out, in every place where there is sand there is wood.

Q. Mr. Darwin agrees with you entirely. He mentions where a piece of wild land was fenced, and there was no appearance of trees, and in a few years it was full of vegetable and animal life?—Not a doubt of it.

By Mr. McCraney :

Q. Have you examined the catalpa tree?—I have. I was talking with Mr. Saunders, of London, about that tree. Any tree that ripens its wood—I mean, for instance, our common lilac; it takes a rush in the spring, grows about 8 inches or 10 inches, and stops, and no power can make it grow any more that season—any tree of that type will stand the North-West climate, because it will harden its wood. If the catalpa hardens its wood, it will stand the North-West, because it is not the intense cold that kills trees. It is their inability to resist changes of temperature. That is where the question comes. If the North-West was subject to such changes as we have here—for instance, a sudden thaw, and the temperature rises to 50°, and, a few days after the sap would be flowing, say, moving down to 40° below zero again. Our trees burst and our fruit is destroyed in that way.

By Mr. Farrow :

Q. We could not expect, then, that our fruit trees would succeed in that climate?—You are right there.

Q. How about these Russian varieties?—I have brought this pamphlet in reference to that.

By Mr. Ferguson (Leeds) :

Q. Do you believe that, at any time, these prairies were covered with timber?—I have not the slightest hesitation in this answer. No one on this Committee, who is acquainted with the east, ever saw trees growing in a salt marsh. Every salt marsh in the North-West, I am quite sure trees would not grow there, because vegetation of a certain character will not grow where there is a superabundance of salt. Then the St. Pierre beds, where the wasting clays are going on, there are certain

tracts of those bad lands that I do not think were ever covered with trees in the past. They were unsuited for the growth of trees. With the exception of these two tracts, I believe our whole North-West has been covered with trees.

By Mr. Trow :

Q. You only saw small trees there?—Poplar, the two or three kinds of poplar, or the poplar of the region.

Q. You never heard of any stumps being discovered in any excavations in the North-West, have you?—No.

By Mr. Dawson :

Q. You say the whole country of the North-West must have been covered with forest, except those places you mentioned?—Yes, I am quite positive.

By Mr. Ferguson (Leeds) :

Q. Except those places, you believe the same conditions geographically and climatically exist, that existed when these forests were there?—Yes; except that today the North-West is at its worst, because the south is abnormally dry and the north abnormally wet, owing to the want of forests in the south.

Q. But not sufficiently to prevent vegetation?—No.

By Mr. McNeill :

Q. If the fire sweeps over the ground, it destroys the trees and burns the stumps?—There is a book written in the year 1859. In that book, Professor H. G. Hind, of Windsor College, N.S., records his explorations. Where he saw large forests, I passed over in 1850 and never saw a twig, because the stumps and everything were gone as you state. Professor Hind says:

“The climate of the Red River settlement will compare not unfavorably with that of Kingston, Canada West. The spring generally opens somewhat earlier, and agricultural operations may be commenced sooner than at Kingston, but owing to the proximity of Lake Winnipeg, which is late in breaking up, the weather is always variable until the middle of May. The slightest breeze from the North-West, blowing over the frozen surface of that inland sea, has an immediate effect on the temperature. On the other hand the fall is generally open, with mild, dry and pleasant weather. Last year the ice began to move on Red River on the 31st of March, and ploughing was commenced in the settlement on the 9th of April.

“In the fall of 1857, the Red River froze over on the 9th of November, and it could be crossed on foot on the 16th, and this was said to be somewhat earlier than usual. The winter was mild throughout except about the middle of February, when, as will be seen by the register, the thermometer indicated 37° Fahr., but only on one occasion. The greatest average depth of snow on the prairies did not exceed one foot, while in the wooded region to the eastward near the Lake of the Woods, it might be about one foot four inches. The snow on the prairies evaporates even in cold weather with amazing rapidity, and with the first warm weather in the spring it entirely disappears. * * * * As a general rule, the season during which agricultural operations can be carried on at Red River is somewhat longer than in Canada, east of Kingston, while in winter the cold is more intense, although not uniformly so, than in any part of Canada west of Three Rivers. In regard to salubrity, there are no diseases, so far as I could learn, incidental to the country. Ague is unknown, and a population more healthy than that of the Red River settlement cannot be met with anywhere.”

The climate of the North-West as regards heat and cold seems to be permanent, as the above descriptions written by Prof. H. G. Hind, 25 years ago might have been written yesterday and applied to last fall, winter and this spring, as spring this year is at least three weeks earlier there than here.

By Mr. Watson :

Q. Did you ever observe shrubbery and some trees on the north side of the hills and the south side bare?—Yes. Here is where Palliser went wrong on that. I went and looked at the same hill he mentioned. The sun shone on the southern part of the hill. All the fires come from the south-west or the west. As soon as the fire comes, the south of the hill is dry. The fire comes to the south side of the hill and sweeps off a line of the timber. Next year it goes further in, and at last the whole southern part of the hill is clear of timber. The other side of the hill is damp and the timber remains there because it is not burnt off. There is not a river throughout the length and breadth of the North-West, and up to latitude 62 or 63 that the north side of the river is totally without wood, while on the south side it is just the opposite. In latitude 56 the cactus was growing on the north side of the river, and on the southern I got the Arctic flora. The southern slopes are always dry and always burnt.

By Mr. Trow :

Q. Is it not the case on the Qu'Appelle River at some points?—The Qu'Appelle River, from one end to the other, is without wood, except in the ravines.

By Mr. McCraney :

Q. I travelled through the treeless valley of Dakota and found in a number of places, where the timber had been protected, where there perhaps was not a tree within a hundred miles, there were places between lakes where the fire had never reached, I have seen timber cutting 50 cords to the acre, and that satisfied me a large portion of the country had been covered with timber. They are planting there now, altogether almost, ash-leaf maple and the catalpa, and they claim those two trees will flourish the best in the North-West?—I am in favor of the catalpa.

By Mr. Watson :

Q. You attribute the bareness of the southern slopes of the hills altogether to fires. Would it not be caused by the heat of the sun rotting the bark of the trees?—No; I deny that. No proof can be given that the sun destroys any trees in the North-West.

Q. Not even fruit trees?—That is a question I want to find out. I agree that our present fruit, with one or two exceptions, will never do in the North-West.

By Mr. Sproule :

Q. Do you think, that if raised from the seed, they would become acclimatized there?—I do; at least a part of them.

By Mr. Orton :

Q. Does not the wild plum occur there?—Yes.

Q. Would not that make an excellent stock for fruit trees?—No; I have tried it. It will not work.

By Mr. McCraney :

Q. There was no indication of decay in these two trees, while in a number of others there was indication of decay?—I think the catalpa is like the lilac, grows for a time and then stops for the season.

By Mr. Orton :

Q. I have seen apple grafted successfully on plum stock?—I have put pears on apples and apples on plums, but the plum stock does not grow as big as the apple

stock, and I am extremely doubtful of the success. About the fruit, I would make one or two statements. I wrote to Mr. Charles Gibb, of Abbotsford, Quebec, who was in Russia last year, and he sent me this pamphlet. I wrote him and asked permission to bring it here to-day, and he gave permission. I want to read an extract or two to show that the climate of Russia, where he found people living and making money by raising fruit, is precisely like our North-West, and the very species or varieties of apples he found there are, to me, suitable for our North-West, but those that have been taken in, owing to the condition of growth and softness of stock, will not stand, I believe.

By Mr. Trow :

Q. I am aware that the Mennonites got very large quantities of seed-grain from Russia a year ago, and they have actually lost their crop totally in consequence, while it was recommended by theorists to bring it from Russia, on the ground that it would improve their grain. Now they are begging for aid from the Government, not to pay their indebtedness to the Government on that ground?—I am not a theorist. I deny *in toto* being a theorist in any sense. I am not going to give you any theory whatever. I will read the facts, and let you theorize on them. The true index to a climate is the flora in its botanic gardens. Well, we have none; but I am a botanical epitome. I have got it all in my head, and know what is suitable and what is not. In Russia we find fruit cultivated largely in climates where the conditions of extreme cold, dryness of air and scanty rainfall exist. Mr. Gibb says: "In the Government of Kazan, in latitude 55° (80 miles north of Edmonton) where the winter temperature is 5° lower than in the city of Quebec, the rainfall a good deal less than one-half, the evaporation as great, we find apple-growing a great commercial industry, the industry, in fact, in twelve peasant villages. This is the coldest profitable orchard region of the world, and the conditions of growth deserve study." He states exactly the kind of soil I know to be in the North-West, and Dr. George Dawson says is in the whole of the Peace River district. "The soil upon these exposed bluffs is a fine comminuted dusty clay, like a 'loess.' For retaining moisture, for absorbing it, for holding frost without injury to the roots, there is no better." Precisely the soil in the North-West. "The dry fall here causes perfect maturity of growth"—precisely the same in our North-West. "The thick, fine-textured leaf does not suffer from the dryness of the air." He then says: "In this Province (Quebec) we suffer from the warmth of the sun in late winter and early spring, warmth followed by sudden cold. This results in 'bark-bursting,' and 'sun-scalding' of the trunk and lower branches. Such injury is rare in Eastern and Middle Russia," and you may depend it will not be found in our North-West. "In Kazan, too, we find the cherry and the plum grown in fair quantity."

By Mr. Krutz :

Q. The Russians in Manitoba come from Southern Russia, where they have four months of winter and eight months of summer?—"At Simbirsk, on the Volga, in lat. 54°, a climate just like Kazan, a degree less cold and about 1 inch less rainfall, we find the pear grown in fair quantity, though only of second rate quality."

By Mr. Hesson :

Q. Did you meet with the hawthorn up there?—Yes.

Q. I know of large quantities of pears grown which are grafted on the hawthorn. Would not the grafting process succeed there?—Very likely. The hawthorn grows, to my knowledge, as far as latitude 55°.

By Mr. Ferguson (Leeds) :

Q. Did you ever see wild hops maturing there?—Anyone in the valleys of the Qu'Appelle or the Assiniboine in October would see all the underwood covered with hop-vines, loaded with first class hops.

By Mr. Watson :

Q. The only parties in Manitoba who have had success in producing fruit have had to wrap the trees in straw to keep the spring sun off?—That is why I do not like to say fruit will be successful. I believe in the Russian fruit. I could not mention any variety of our fruit trees that would be successful.

By Mr. Sproule :

Q. That is, from the tree, not the seed?—No. Raising from seed is the way they got all trees acclimatized.

By Mr. Bain :

Q. Is it not possible that there is something in the soil which would tend to keep our trees growing late in the fall?—The weather gets very dry and growth ceases in August in most places. I do not know a fruit that grows in the North-West that is not remarkably sweet. Even the choke-cherries are sweet and not acrid.

By Mr. Orton :

Q. You have seen crab-apples there?—Yes, they will grow anywhere in the North-West.

By the Chairman :

Q. Please give the Committee your impressions of British Columbia in relation to agriculture and the extent of its resources in this respect?—Since 1875 I have not been in British Columbia, but there are two tracts of British Columbia,—the lower valley of the Fraser, is a good agricultural region as regards stock raising and farming, especially in regard to the manufacture of butter and cheese, because vegetation is wonderfully luxuriant and there is no winter. Then, above the Cascades, on the Thompson, from Spencer's Bridge to Kamloops, there will be a splendid region for wheat growing, but it will have to be irrigated. Only bunch grass grows there, and very little of that. In the valleys in the southern part of British Columbia—Similkameen and the Kootenay and through there,—when the railway is built there and men go in, there will be farming, and especially stock—farming. Great quantities of cattle can be raised there and kept without any trouble. From Cache Creek up the Fraser, as far as Quesnel, I have seen wheat growing where the ground was suitable, but there are no continuous stretches of agricultural lands in British Columbia except those two—the valley of the Lower Fraser, and the country between Spencer's Bridge and Kamloops, in the upper country. They constitute the continuous agricultural lands of the country, but that there are lots of first-class lands scattered in patches throughout the country there is no doubt, and immense quantities of pasture lands. In British Columbia, the timber grows largely from 1,000 ft. to 2,000 ft. above the plain, on the mountain tops, and the slopes are all covered with fine grass, which extends up amongst the trees.

By Mr. Torw :

Q. The lands adapted for settlement or colonization are limited?—Yes.

By Mr. Baker (Victoria) :

Q. Have you any knowledge of the agricultural land on Vancouver Island?—I was only on it for a number of days, and what land I saw, was first-class. I have no hesitation in saying that all the arable land on Vancouver Island and in British Columbia will produce abundant crops, but it has been little examined and explored, and too little attention has been paid to anything there excepting mining.

Q. You mean the attention of both Governments, Local and Federal?—The Federal Government had to be enlightened by the British Columbia Government, but the British Columbia Government since I was there in 1875 have been always on the one line.

By Mr. Dawson :

Q. You gave an interesting description of the country about Gaspé and north of the lower St. Lawrence, but there is a very extensive country between Lake Nipissing and Lake of the Woods near the line of the Pacific Railway, and the climate is mild towards fall. How do you account for that. What influence would these inland lakes have on the climate?—Lake Superior makes the climate in the vicinity of the lake of a low temperature all the year round. The reason I mention this is—I compared the tables for Halifax, N.S., and the tables for Fort William, Lake Superior, and found the two had about the same summer temperature. Three miles outside of Fort William, as you go up on the Dawson Road, the whole character of the country changes, and instead of having the temperature of the lake shore, it has the temperature of the more favored localities in Ontario—speaking from plants. I could see no difference in the plants.

By Mr. Trow :

Q. About the Mattawan?—Yes. When I was at the Mattawan, I found everything growing as thrivingly as anywhere else. The influence of the lake ceases as soon as you attain the level above the lake. I was at the Pic and Nipigon and all round there, and, as you receded from the lake, I found the temperature change, and one or two miles from the lake it became the same as the whole way across. I am positive that all that we need is the application of common sense to the knowledge we have, to show that our vast interior here has a climate suitable to the growth of everything we need. But local causes produce local effects, and I am speaking only on the general line. I have no doubt the whole of the line of the Pacific Railway will be found suitable for continuous settlement except through the marshes.

By Mr. Dawson :

Q. Half of that country or a large portion of it is covered with water. There are many deep lakes between Lake Nipissing and Lake of the Woods, both south and north of the watershed. These lakes get highly heated in summer though they are cold in the spring. You find a temperature of 70 very often in those lakes. Must not that have an influence on the climate in the fall?—Yes. Snow will fall there before frost comes, and I would not be the least astonished to find that potatoes could be left out in the ground in that country the whole winter, simply because frost comes so late. Owing to the water and the heating power of it, the temperature does not sink locally until it sinks generally, and a sudden change finds everything growing, and down comes the snow and covers it.

By Mr. Cochrane :

Q. Where it was wooded, I understood you to say it would have the effect of bringing the rain fall. What extent of wooded land would it require to produce that result?—In a protracted drought, it would require a great deal to change the condition, but, where the drought was not protracted, a very little would change the temperature so as to cause condensation and produce rain, but where the drought is long protracted—it is not for me to say, how, much; I could not do it; I should be going into the region of theory.

Q. You said water was falling all around some hills where you were?—Yes; and never came near those sand hills because they were so hot.

Q. How much territory was there?—Only five or six square miles.

By Mr. Ferguson (Leeds):

Q. The trees prevent the evaporation of the absorbed heat?—Yes; and cause condensation.

By Mr. Bain:

Q. How about the winds in the North-West?—There are certain laws that govern the direction of the winds. As soon as the plains get heated, the air must come to the heated surface from some point if it radiates. If you are along the base of the mountain, the air will come from a cooler point, and apparently the winds along the base of the mountain are west winds, but I do not say they come from the Pacific over the mountains, as most do. They generally come from the south and south-west in the summer. In the fall, as soon as they begin to change, there is quiescence in the atmosphere, and gradually the temperature of the air keeps going down and down and down, and when the sun loses its power of heating the country, then the winds begin to change, and are dry and cold and generally from the north-west, in the early part of the winter. In the summer nineteen-twentieths of the winds are from the south and south-west, and bring moisture and heat.

By Mr. Dawson:

Q. What are the Chinook winds?—They are what are drawn up from the Gulf of California. They will be found to extend to the Cypress Hills. But the Chinook winds are not so beneficial to the country as some think. They are only suitable to the stock breeders. You would not like to find a foot of snow and the hot wind coming and taking it away when you were out on the prairie, and leaving you without the means of returning. These are the exceptional winds of the winter.

By Mr 'Orton:

Q. Is the south wind sometimes a cold wind?—It will be a bleak wind at times; that is, when the southern prairie is cold.

Q. Of course in British Columbia it is said, the really cold wind is the south wind?—The south wind, when it is cold, comes from the bleak prairies of Dakota and to the south, and they are more elevated, and it comes down into our prairie with a rush. So, a south wind in the winter will be cold, because the country to the south is even colder than the country to the north. Yesterday I received a letter from Lake Athabasca, in lat. 59, and the winter has been much milder there than it has been on our own western prairies.

Q. What small fruit would succeed in the North-West?—Gooseberries and currants, and of course raspberries. The common raspberry and strawberry must yield immense crops.

By Mr. McNeill:

Q. Do you think the gooseberry would succeed?—Yes.

By Mr. Trow:

Q. Which kind—that which is filled with bristles?—I would prefer it to any of the higher toned berries, because it is more hardy.

By Mr. Bain:

Q. Have you seen them tried there?—No, but I mention it because every species of wild gooseberry that we have in this country grows abundantly in the North-West, and I predicate from that that the others will be successful.

By Mr. Ferguson, (Leeds):

Q. Did you ever see wild currants?—Yes, two kinds of them, magnificent specimens. We gathered them by the peck. They grow in the swamps above Fort Kelly.

By Mr. Cochrane :

Q. Are they sweeter than here?—Yes. Every kind of fruit in the North-West is sweeter than it is here. I will not give the reason though I might. I am sure the day will come when they will raise grapes in the North-West and they will be sweet.

By Mr. Dawson :

Q. What is the reason?—That is theory.

By Mr. Fairbank :

Q. Is it not the unusual quantity of sunshine?—That is the reason I should give. My belief is, that it is the amount of sunshine that causes the sweetness, and further that it is the amount of sunshine that causes everything to be so prolific, all kinds of grain. It is sunshine all the time. When Englishmen talk about the difference of temperature, I tell them "You are covered with a cloud and we have no cloud in the West," and it is the cloudless skies of the west that causes the winter temperature to be so easily borne and the grains and fruit to be so prolific and so good.

By Mr. McCraney :

Q. As to the waters of Manitoba and the North-West. Are they suitable for the cultivation of fish? Does the ice freeze too deep? If fish were placed there would they thrive, and are there many fish in that country?—I am very sorry I have not the letter I spoke of receiving from Lake Athabaska yesterday. Early this winter I was commissioned by the Minister of Marine and Fisheries to write to the various Hudson's Bay Company's Officers and find out the fish products of the interior. I have two answers. One I received a month ago and the other yesterday. They dry the whitefish of Lake Athabaska—from 25,000 to 35,000 from 2 lb. to 5 lb. in weight. Trout grow from 6 lb. to 50 lb. in weight. I am speaking of Athabaska Lake. Pike up to 40 lb., and various others. I am sorry I did not bring the letter. The other letter was from the English River district, 300 miles north of Carleton, and this gentleman went more into detail. He mentioned over 600,000 pounds of fish caught in the Isle à la Crosse Lake in one year—whitefish. I have seen them so thick we would take a pole and strike it down. The whole was like a shoal. They get the whitefish by the thousand and feed them to the dogs and the men. Three little nets they had in that lake supplied the whole post in the latter part of September. This gentleman, Mr. Irving Macdonald, gave me a description of the whole. You have no idea of the immense quantity of fish, splendid fish, in that country. I know of no lake in the North-West that is not full of fine fish.

By Mr. Trow :

Q. Large lakes, you mean?—What we call lakes here are only ponds up there. I took a net with me through Lake Manitoba and Lake Winnipegosis, and caught fish wherever I stopped. The Indians catch fish all the year round at the great bend of the Water-hen River, where the two branches turn, one to Winnipegosis, and the other to Lake Manitoba. In winter they catch fish under the ice.

By Mr. Orton :

Q. Are there fish in the small streams?—The small streams are filled with suckers. I have eaten suckers in Ontario, but show a man a sucker in the North-West and he would think you were insulting him.

By Mr. McCraney :

Q. There are no carp there?—No. We call suckers carp.

[Copies of the letters referred to be put in.]

By Mr. Watson :

Q. If you stopped in Winnipeg, you would not have a dinner without catfish. They call it Red River salmon. It is a very fine fish?—I have never been in Winnipeg in summer.

By Mr. Orton :

Q. Are there any speckled trout?—Every stream that flows out of the Rocky Mountains, on the west side or on the east side, is full of most magnificent trout. There are three species of trout. On the pure waters of the Saskatchewan there are some as high as thirty pounds or forty pounds in weight, but in no river on the plains, to the east of the mountains, did I ever see a speckled trout. There are no speckled trout in any stream that does not flow from the mountains.

By Mr. Dawson :

Q. The sea salmon from the Arctic seas might come to the Mackenzie River. Have you ever heard of their doing so?—No, unless it is in this letter from Mr. Macfarlane that I got yesterday. I have no positive knowledge; but there are fish in the Great Slave Lake that do not come up any further. There is one they call the *Inconnu*, an unknown fish, which is possibly a salmon trout.

By Mr. Orton :

Q. Where is the salt supply in the North-West?—I have a personal knowledge of it. I examined the salt deposits all along Lake Winnipegosis, and I am satisfied that, for a distance of 150 or 200 miles, salt in abundance will be got all along the southern shore of Lake Winnipegosis, in lat. 53°, at the head of the lake. I went up the Red Deer River, and found creeks of clear crystal brine flowing out of springs, and more—I found where the water had flown over the bare ground, and had been evaporated. I filled tomato cans with pure salt, gathered where the water had evaporated; and I saw more than 200 acres of ground filled with these salt springs. Half-breeds are boiling and making salt, near Swan Lake, every year, and there are two or three rivers, called salt rivers, where the Indians have made salt for 200 or 300 years back. In connection with the fish, I would like to say that all the fish of any value that are found in the world are bred in the north; and hence our northern region, that is considered of no value, where the lakes are by the hundred and the rivers by the score, is now teeming with the best of fish, and will produce abundance of food for the settlers on the prairies of the south, and for export to the east. You have no conception of their value. Every fish of any value is a growth of the north. They must breed in cool waters, and we have cool enough waters, God knows, up to the north.

The Committee adjourned.

OTTAWA, 9th May, 1883.

SIR,—I have the honor to enclose copies of two communications received by this Department from Professor John Macoun, on the subject of fisheries in the North-West Territories.

I am, Sir, your obedient servant.

W. WHITCHER,

For the Acting Minister of Marine and Fisheries.

P. WHITE, Esq., M.P., House of Commons.

SIR,—Below please find a copy of part a letter I received from Lake Athabaska yesterday. The letter is from Chief Factor McFarlane who has been for many years in charge of the Athabaska district.

COPY.

"Athabaska Lake contains several varieties of whitefish, trout, jack, dory, loche and perch. All of these are caught in nets but trout chiefly by hook. Whitefish usually weigh from 2 to 5 lbs. Jack fish, 4 lbs to 40 lbs. Trout, 6 lbs. to 50 lbs. The other species from 2 to 5 lbs.

"The fish taken in summer and early fall not required for present use are smoked after all the bones have been removed. Late in the autumn they are hung up, and during winter the cold preserves them until they are used up, while those required for spring or summer are stored away in ice cellars.

At this place (Fort Chipwayan) we secure from 25,000 to 35,000 fish annually for the use of people and the dogs connected with the establishment and also for Indians who reside here during winter.

"I am so hurried that I cannot give you more information at present, but could have done so had I received your letter earlier."

I remain, yours very sincerely,

MALCOLM McFARLANE, *Chief Factor,*

Honorable Minister of Marine and Fisheries.

The above is all that part of his letter which is of a public nature.

Very respectfully yours,

JOHN MACOUN.

OTTAWA, 2nd May, 1883.

ISLE A LA CROSSE, ENGLISH RIVER DISTRICT, 15th February, 1883.

DEAR SIR,—I am in receipt of your communication of 15th November.

The information you require as to the number, &c., of fish caught within the jurisdiction of this district, is more than I am able to furnish you. As it does not come within the limits of my business to keep a record of the same, I have not troubled myself with the matter. I will, however, make as close an estimate, of what I suppose the quantity may be, as I can, which you may make use of if you choose.

170,000	Whitefish, average weight each.....	3½ lbs.
90,000	Carp or Suckers, " "	3 " "
50,000	Perch or Doré, " "	2 " "
90,000	Pike or Jack, " "	8 " "
2,000	Loche, " "	2½ " "
150	Trout, " "	8 " "

Two modes of catching—nets and hooks. Stored in a frozen state in winter; none stored in summer. Mostly all fish caught used for either one or other of the purposes you mention.

EWEN MACDONALD,

Factor, Hudson's Bay Co.

JOHN MACOUN, Esq., &c., &c.

ABSTRACTS OF ANSWERS TO THE QUESTIONS.

PRICES OF FARMS FOR SALE AND GENERAL AGRICULTURAL CAPABILITIES OF THE COUNTIES IN EACH PROVINCE, WITH RATES FOR WAGES AND LABOUR DEMANDS.

The following is a summary prepared by a Sub-Committee of the Committee of Immigration and Colonization of the answers to the questions given in the Committee Report:—

O N T A R I O ,

ADDINGTON.

A few farms may be purchased in this county at prices ranging from \$15 to \$20 per acre for improved, and \$2 to \$6 for unimproved lands, the average size of the farms being 100 acres, with from 20 to 50 acres cleared. The average value of improvements is \$500. The soil is represented as being a sandy loam, and the chief products are wheat, 15 bushels per acre; oats, 30 bushels; rye; peas, 20 bushels; barley, roots, and hay, 1 ton per acre; and the facilities for stock raising are good. There is a good supply of excellent water and a good supply of wood at \$1.50 to \$2 per cord, and lumber at \$8 to \$15 per 1,000 ft. Market, school and church facilities are good. The average taxes, including school rates, are about \$15 per 100 acres of improved land. There is not much demand for agricultural labour.

ALGOMA DISTRICT.:

Much of the land in this district is still open to settlement under the Provincial free grant and homestead system. A few farms are for sale at various prices, from \$1 per acre up. Unimproved lands can be obtained very cheaply. Average size of farms, 160 acres, on which the amount of improvements varies extensively. Clearing and fencing costs the settler about \$16 per acre, exclusive of building, according to one informant. The principal products, are spring wheat, barley, oats, roots, vegetables, &c., yielding about as follows:—Spring wheat, 20 to 30 bushels per acre; barley, 25 to 40; oats, 30 to 60; peas, 20; potatoes, 200; turnips 200 to 500; hay, 1½ to 3 tons. Winters rather severe for stock-raising. Abundance of splendid water. Wood for fuel plentiful at \$2 to \$3 50 per cord; and lumber from \$8 upwards, with a tendency to rise in price. Market, school, church and other facilities very good in older settled portions about Sault St. Marie, Prince Arthur's Landing, &c. The Canada Pacific Railway, in course of construction, is to traverse the entire length of the District. The taxes range from so light as \$4 to \$25, depending, of course, on the location. A few male immigrants would find it to their advantage to go to Algoma. Domestic help always scarce. Laborers get from \$20 to \$30, with board, in summer, and nearly the same in winter, at teaming, chopping, &c. Female domestics earn about \$4 to \$10, with board. No particular demand for mechanics, on account of the newness of the country. Carpenters usually find good employment, however.

BRANT.

A few farms may be purchased in this county at prices ranging from \$40 to \$80 per acre for improved land, and at \$40 for unimproved land. The soil is a good sandy clay loam, and the size of farms varies from 50 to 200 acres, nearly all cleared, and with good buildings and fences. The average value of improvements on an ordinary farm is \$2,000. The chief products are wheat, 25 bushels per acre; barley, 35 bushels; peas, 25 bushels; oats, 50 bushels; roots; turnips, 600 bushels; corn; and hay, two tons per acre. The facilities for stock-raising are good. The water supply is good. Wood can be obtained for \$4 a cord, coal for \$6.50 a ton, and lumber for from \$12 to \$20 per 1,000 feet. Market, school and church facilities are good. The taxes average from \$15 to \$20, including school rates, per 100 acres. There is a good demand for labor, especially for female servants. Male agricultural laborers receive from \$15 to \$18 a month in summer, and \$10 to \$14 in winter, with board,

and female servants from \$6 to \$8 a month. There is some demand for masons and carpenters.

BRUCE.

There are a few farms for sale in this county, at prices ranging from \$20 to \$60 per acre for improved, and \$5 to \$15 per acre for unimproved lands, the average size of the farms being 100 acres, with from 50 to 75 acres cleared, and the soil clay loam. The chief products are wheat, 25 to 30 bushels per acre; barley, 30 to 50 bushels; peas, 25 to 30 bushels; oats, 30 to 50 bushels; turnips, 500 to 700 bushels; and hay, one to two tons per acre. There is a good supply of excellent water. Wood is \$2.50 per cord, and hemlock lumber \$6.50 per 1,000 feet. Market, church and school facilities are good. The ordinary taxes on 100 acres are from \$25 to \$30 annually, and special taxes, terminating in ten years, about \$5 per annum on a 100 acre farm. There is a good demand for male agricultural labor, at from \$18 to \$25 a month in summer, and \$12 to \$15 in winter, with board, and female labor at from \$5 to \$8 a month. There is a slight demand for mechanics.

CARLETON.

A few farms may be purchased in this county at prices ranging from \$30 to \$60 per acre for improved, and \$15 to \$30 for unimproved land, the soil being a clay loam with some sandy land, the average size of farms 100 acres, with 60 acres cleared, and the value of improvements on an ordinary farm about \$1,000 as an average. The chief products are wheat, 15 bushels per acre; oats, 40 bushels; barley, 35 bushels; peas, 20 to 30 bushels; and hay, 1 to 2 tons per acre. The facilities for stock raising are good. There is a good supply of water. Wood is from \$1.50 to \$3 per cord, and lumber \$10 to \$20 per 1,000 feet. Market, school and church facilities are excellent. Taxes are from \$15 to \$20 per annum on an ordinary farm. There is a fair demand for male agricultural labor at from \$16 to \$20 per month in summer, and from \$10 to \$15 in winter, with board; and for female servants at \$6 a month. A few mechanics could find employment.

DURHAM.

A few farms may be purchased in this county at prices ranging from \$40 to \$100 per acre for improved, and \$25 to \$30 for unimproved land, the average size of the farms being 100 acres, with from 60 to 80 acres cleared. The soil is sandy and clay loam. The chief products are wheat, 20 bushels per acre; barley, 25 bushels; peas, 20 to 25 bushels; oats, 30 to 40 bushels; turnips, 400 to 500 bushels; and hay, 1½ to 2 tons per acre. The facilities for stock raising are good, and the water abundant. Wood may be purchased at from \$2.50 to \$5 per cord, and lumber at from \$8 to \$12 per 1,000 feet. Market, school and church facilities are excellent. Taxes, including school rates, are from \$20 to 30 per 100 acres of improved land. There is a good demand for male labor at from \$15 to \$20 per month in summer, and \$12 to \$14 in winter, with board, and for females at from \$6 to \$8 per month.

DUFFERIN.

A few farms may be purchased in this county at prices ranging from \$30 to \$50 per acre for improved and \$7 to \$14 for unimproved land, the average size of farms being 100 acres with from sixty to seventy acres cleared. The soil is sandy and clay loam. The chief products are wheat, 20 bushels per acre; oats, 35 to 55 bushels; peas, 20 to 30 bushels; barley, 40 bushels; turnips, about 500 bushels; and hay, 1½ to 2 tons per acre; and the facilities for stock raising are good. There is a good supply of water. Wood is \$2 per cord, and lumber from \$6 to \$12 per 1,000 feet. The market, school and church facilities are reasonably good. Taxes are from \$10 to \$20 per 100 acres of improved land. There is a fair demand for male labour at \$20 per month in summer and \$10 per month in winter, with board, and for female servants at \$5 to \$6 per month.

DUNDAS.

There are several farms for sale in this county at prices ranging from \$50 to \$60 per acre for improved and \$30 per acre for unimproved land, the average size of the farms being 100 acres with from 60 to 100 cleared. The average value of improvements on a farm of 100 acres is about \$3,000. The soil is mostly clay loam. The chief products are wheat, 15 bushels per acre; barley, 35 bushels; oats, 40 bushels; peas, 20 bushels; and hay, 1½ to 2 tons per acre. The facilities for stock raising are good. There is a good supply of excellent water. Wood is \$1.50 to \$2 per cord, and lumber \$9 to \$18 per 1,000 feet. The market, school and church facilities are excellent. The average ordinary taxes on 100 acres are about \$12. There is a good demand for male labour at from \$16 to \$20 dollars per month with board, and for female at \$5 per month and board. There is some demand for carpenters.

ESSEX.

A few farms may be purchased in this county at prices ranging from \$30 to \$60 per acre for improved and \$20 to \$30 for unimproved lands, the size of farms varying from 50 to 200 acres, with about two-thirds cleared. The soil varies from sandy loam to heavy clay. The chief products are wheat, 25 to 35 bushels; barley, 35 to 40; oats, 40 to 50; peas, 20 to 30; turnips, 300 to 500; and hay, 1 to 3 tons per acre. Facilities for stock raising are good. There is a good supply of water. Wood can be purchased at from \$1 to \$3 per cord, and lumber from \$10 to \$25 per 1,000 feet. Market, school and church facilities are good. Ordinary taxes on 100 acres of land are \$20 to \$40 per annum. In five townships of this county there are special taxes, terminable in 1891, of about \$10 per 100 acres on improved farms. There is a fair demand for male farm hands at \$16 to \$20 per month in summer and \$12 to \$15 per month in winter, with board, and for female servants at \$5 to \$6 per month.

ELGIN.

A few farms may be purchased in this county at prices ranging from \$30 to \$70 per acre for improved, and \$15 to \$30 for unimproved lands, the average size of the farms being 100 acres, with 60 to 80 acres cleared, and the value of improvements on ordinary farms ranges from \$800 to \$1,500. The soil is generally clay loam. The chief products are wheat, 20 to 30 bushels per acre; barley, 20 to 25 bushels; oats, 40 to 50 bushels; corn, 25 to 30 bushels; peas, 20 to 25 bushels; roots, 250 to 300 bushels; and hay, 1½ to 2 tons per acre; and the facilities for stock raising are good. The supply of water is excellent. Wood can be purchased at from \$1.50 to \$2.50 per cord, and lumber from \$10 to \$30 per 1,000 feet. The market, school and church facilities are excellent. Ordinary taxes, including school rates, are from \$18 to \$35 on an ordinary farm of 100 acres. There are special taxes, terminable in about 12 years, to the amount of about \$5 per 100 acres additional. There is a good demand for male servants at from \$15 to \$20 per month in summer and \$10 to \$12 in winter, with board, and for female, at \$6 to \$8. A few carpenters would find employment.

FRONTENAC.

Farms may be purchased in this county at prices ranging from \$15 to \$50 per acre with improvements, and \$10 to \$20 without improvements. In a portion of this county, free grant lands may be obtained by actual settlers. The farms vary in size from 50 to 200 acres, about two-thirds cleared. The average value of improvements on a farm of 100 acres is from \$600 to \$800. The chief products are wheat, 20 bushels; barley, 30 to 40; peas, 18 to 25; oats, 30 to 35; and hay 1 to 1½ tons per acre. There are good facilities for stock raising. The water supply is good. Wood is in good supply at \$2.50 to \$4 per cord, and lumber at \$6.50 to \$20 per 1,000 feet. The school and church facilities are good, and in the rear part of the county the lumber industry affords a good market. The average taxes on an ordinary farm of 100 acres would amount to about \$15 per annum, and there is a special tax for

railway purposes, terminable in 28 years, averaging about \$2 more. There is a good demand for male agricultural laborers at \$15 to \$20 per month in summer and \$10 to \$12 in winter, with board; for railway laborers at \$1.50 per day without board; and female servants \$3 to \$5 a month without board.

GREY.

There are a considerable number of farms for sale in this county at prices ranging from \$25 to \$70 per acre with improvements, and from \$5 to \$20 without improvements. The size of the farms varies from 50 to 200 acres, about two-thirds cleared, and the value of improvements on an average farm of 100 acres varies from \$200 to \$1,500. The chief products are wheat, 15 to 25 bushels per acre; barley, 20 to 30 bushels; oats, 30 to 50 bushels; turnips, 200 to 300 bushels, and hay, 1 to 2 tons per acre. Fruits of all kinds are grown to a considerable extent in this county and the facilities for stock raising are good. There is an abundant supply of good water. Wood can be obtained for \$1.75 to \$3.50 per cord. Hemlock lumber is at a price of \$6 to \$8 a thousand and pine \$10 to \$25. The ordinary taxes average \$15 on a farm of 100 acres, and in five townships there is a special tax terminating in about 9 years of about \$9 additional. There is a good demand for male farm laborers at \$20 to \$25 a month in summer and \$10 to \$14 in winter with board, and female servants from \$4 to \$6 a month with board. The market, school and church facilities are good.

GLENGARRY.

In this county very few farms are offered for sale. The prices range from \$30 to \$60 per acre for improved lands. The average size of the farms is 100 acres, and the value of improvements on an ordinary farm ranges from \$1,200 to \$3,000. The character of the soil is described as being generally good. The chief products are wheat, 15 to 20 bushels per acre; peas, about 30 bushels; oats, 30 to 40 bushels; potatoes, 175 bushels; barley, 30 bushels; hay, 1½ tons per acre. The facilities for stock raising are good. There is a good supply of water. Wood is at \$1.50 to \$2.50 per cord. The market, school and church facilities are reasonably good. The average taxes on a farm of 100 acres amount to \$15 per acre. There is a special tax for railway purposes in the township of Lochiel, terminating in 1891, the yearly amount of which is not given. There is a good demand for female servants at from \$4 to \$7 a month, with board. The demand for mechanics is very limited.

GRENVILLE.

There are very few farms for sale in this county. The price ranges from \$20 to \$50 per acre for improved, and \$10 to \$30 for unimproved lands. The farms vary in size from 50 to 150 acres; about two-thirds cleared. The soil varies from sandy to clay loam. The chief products are wheat, 15 to 20 bushels; barley, 30 to 40; oats, 35 to 50; peas, 20; rye, 20; and hay, 1½ to 2 tons per acre; and the facilities for stock raising are good. There is a good supply of water. Wood is \$1.50 to \$3 per cord, and coarse lumber \$8 per 1,000 feet. Market, school and church facilities are good. Ordinary taxes average about \$15 on a farm of 100 acres. There is a demand for male farm laborers at \$16 to \$20 a month in summer, and \$12 to \$13 in winter, with board, and for female servants at from \$4 to \$8 per month. There is a moderate demand for mechanics.

HALDIMAND.

A few farms for sale in this county, principally in the townships of Walpole, Seneca and North Cayuga—all improved farms at prices ranging from \$25 to \$50 per acre. Size of farms varies from 50 to 200 acres, with from one-half to two-thirds cleared. The improvements vary in value from \$1,000 to \$3,000 on an ordinary farm of 100 acres. Soil is generally a rich clay loam; and the chief products are wheat, 15 to 30 bushels per acre; barley, 20 to 40; peas, 18 to 25 bushels; oats, 30

to 50 bushels; hay, 1 to 3 tons per acre; Indian corn a leading product, and generally a good orchard on each farm. The facilities for stock raising are good, and water supply good and ample. Fair supply of good wood for fuel at \$2.50 to \$3.50; lumber in fair supply at from \$10 to \$30 per 1,000 feet, according to kind. Market, church and school facilities good, with ample railway accommodation. Taxes average about \$18 or \$20 per annum on a farm of 100 acres. No pressing demand for laborers or mechanics; average for good farm hands in summer, \$15 to \$20 per month, or by the year, \$12 to \$15, with board; female servants get from \$75 to \$100 per year.

HALIBURTON.

This is a provisional county erected out of the free grant districts of Ontario, and contains a considerable number of farms for sale, mostly rough ones and only partially improved, at prices averaging about \$5 per acre. The size of farms varies from 100 to 200 acres, with clearages of 20 to 30 acres, and the soil is principally a rich, sandy loam. Products and yield per acre average are; wheat, 12 to 15 bushels per acre; oats, 20 to 40; barley, 20 to 25; peas, 20 to 25; turnips, 100 to 500; buckwheat, 20 to 40; potatoes, 50 to 150; mangels, 100 to 500; and hay, 1 to 1½ tons. Conditions for stock raising very favorable, and water supply superior. Wood for fuel unlimited in supply, usual market price \$2.25 per cord; lumber averages \$10 per 1,000 ft. Facilities for schools, markets, churches, &c., are good, considering the recent settlement and organization of the county, and are steadily increasing. Ordinary taxes per annum on a farm of 100 acres, from \$7 to \$15. A railway bonus tax exists terminable in 1896. Demand for agricultural laborers very limited—shantymen receive from \$18 to \$28 per month with board.

HALTON.

A few farms for sale, improved, 100 acres, with an average clearance of 80, bring from \$45 to \$55 per acre. Size of farms range from 50 to 200 acres. Value of improvements on an ordinary 100 acre farm, vary from \$1,000 to \$2,000. Soil generally clay loam and sandy loam, and the products are wheat, 25 bushels per acre; barley, 30 bushels; oats, 40 bushels; peas, 20 bushels; turnips, 300 bushels; hay averages 1½ tons. Stock raising followed to a limited extent, and water abundant. A sufficient supply of fuel and lumber, at price for fuel at from \$3.50 for hardwood, to \$1.50 and \$2 for soft wood; lumber, \$10 to \$30 per 1,000 ft. Market, church, school, and railway facilities good. Ordinary taxes on an average 100 acre farm, \$20 per annum; tax for railway bonus ranging from \$5 to \$5.50. Male and female servants in demand, especially the latter. Male laborers at \$20 per month for summer, or by the year at \$15 to \$18, with board; female servants \$5 to \$8 per month by the year but immigrants unaccustomed to the work will not command these rates for the first year. Immigration here of married persons with young families and without capital, is inadvisable.

HURON.

Quite a number of improved farms for sale in this county at prices ranging from \$30 to \$70 per acre. Size of farms 50 to 100 acres, with about 80 acres clear on the larger, and on a fifty acre farm about 40 clear; land without improvements, \$20 to \$25 per acre. Value of improvements from \$1,000 to \$2,500. Soil, a sandy loam with generally a clay subsoil. Products and yield per acre, wheat, 15 to 40 bushels; barley 30 and oats as high as 60 bushels; turnips, 500; hay, 1 to 2 tons. Facilities for stock raising good. Water supply generally abundant. Wood in ample supply, fuel, \$2.25 to \$3 for hardwood; lumber sufficient at from \$7 to \$20 per 1,000 ft. Market, church and school facilities superior. Ordinary taxes \$25 to \$45 per annum on an improved farm, also a small amount payable for railway bonuses, terminable in ten years. Laborers and servant girls in moderate demand. Male laborers \$16 to \$25 per month, in summer, with board, or for the year, \$13 to \$15 per month; female servants, \$5 to \$7 per month.

Mechanics in very moderate demand. Report from Township of Osborne says some thirty stout young men could obtain homes in twenty-four hours, as farm hands, and wishes this to be communicated to immigrant agents.

HASTINGS.

There are a few farms for sale in this county, the prices ranging from \$10 to to \$75 per acre for improved, and from \$2 to \$25 for unimproved lands. A portion of this county is in the free grant territory, and free grant lands may be obtained in the township of Wicklow. The size of the farms varies from 50 to 200 acres with from 20 to 100 acres cleared. The value of improvements on an ordinary farm of 100 acres varies from \$200 to \$1,000. The soil varies from light sandy to heavy clay loam, and the chief products are wheat, 15 to 25 bushels per acre; barley, 20 to 40 bushels; peas, 15 to 25 bushels; oats, 25 to 50; and hay, 1 to 2 tons per acre. The facilities for stock raising are good, and there is a good supply of excellent water. Wood ranges in price from \$1.50 to \$5 per cord, and lumber from \$7 to \$15 per thousand feet. The market, school and church facilities are good. Taxes average about \$20 dollars per annum on a farm of 100 acres. There is a good demand for agricultural laborers at from \$18 to \$22 per month in summer, and \$14 to \$16 in winter with board, for laborers on the railway and in the mines, at \$1.50 per day, without board, and for female servants at from \$4 to \$6 a month. There is very little demand for mechanics.

KENT.

Quite a number of farms for sale and changing hands in this county at prices ranging from \$35 to \$60 per acre. Very little unimproved lands in the county. Average size of farms 100 acres, well cleared as a rule. Value of improvements range from \$500 up to \$3,000. Character of soil a rich clay loam—and in some places sandy. Chief products and yield per acre are:—Fall wheat, 25 bushels per acre; barley, 20 to 30; Oats, 30 to 50; Indian corn considerably grown; and average of hay, 1½ tons per acre. Facilities for stock raising, superior. Water supply ample. Wood for fuel abundant at \$2.40 to \$3 per cord; lumber plenty, in supply at from \$10 to \$20 per M. Best of facilities in respect to markets, churches, schools and railways. Average ordinary tax annually on a farm of 100 acres, \$25 to \$30. No special taxes. Demand for male and female servants, considerable; good farm hands obtain about \$20 per month for summer or \$200 by the year; girls \$6 to \$9 per month. Demand for mechanics not general, but a few blacksmiths and carpenters might find employment.

LAMBTON.

A considerable number of farms for sale at prices ranging from \$10 up to \$60 or \$70. Average size 100 acres, with from one-half to two-thirds of it cleared. Value of improvements \$1,000 to \$3,000. Character of soil chiefly clay loam varying from heavy to light and sandy. Leading products: fall wheat yielding 15 to 25 bushels per acre, barley, 15 to 30; oats, 20 to 60; peas, 10 to 30; hay, 1 to 3 tons; together with corn, potatoes and fruit generally, cultivated. Facilities for stock raising, excellent. Water supply, ample. Wood for fuel plentiful at \$2 to \$3.50 per cord; lumber also plentiful in supply at \$7 up to \$25, according to kind and quality. Superior facilities for markets, schools, churches and railway accommodation. Ordinary taxes at from \$20 to \$25 on a farm of 100 acres. Considerable demand for farm and other servants, male and female. Wages in summer \$15 to \$25 per month with board; \$10 to \$15 in winter, or at \$150 to \$200 for the year. Female servants \$6 to \$10 per month. Mechanics in limited demand.

LEEDS.

Some farms for sale chiefly in the Township of Kitley, front of Leeds and Lansdowne, at prices from \$35 to \$50 per acre for improved, and \$25 for unimproved. Average size 100 acres. Value of improvements from \$1,000 to \$3,000. Character

of soil, clay, clayey loam, and sandy loam. Leading products, barley, oats and dairy produce—average yield per acre, wheat, 20 bushels; barley, 40; peas 20; oats 30; corn 70; potatoes 150; turnips 300. Hay about 2 tons per acre. Facilities for stock raising, excellent. Water supply good and abundant. Wood for fuel, ample in most places at about \$3 per cord; lumber in variety and fair supply, hemlock about \$10 and pine \$10 to \$20 per M. Facilities for churches, schools and markets very good. Ordinary and special taxes are about \$20 on an average farm of 100 acres. Demand for male and female servants good and much above the supply. Farm laborers are paid \$16 to \$20 per month in summer, and \$10 to \$15 in winter, with board. Female servants \$4 to \$8 per month. Mechanics, demand for—not general, but a few such as harness makers, carriage makers and blacksmiths find employment in some sections.

LANARK.

A few farms for sale at prices ranging from \$10 to \$50 per acre. Average size of farms 100 acres, with generally very good improvements; there is but very little unimproved land for sale. Character of soil various, from heavy clay, to clay loam and sandy loam.

Leading products, fall wheat yielding 15 to 25 bushels per acre, spring wheat, 8 to 20; barley, 25 to 30; oats, 30 to 50; hay, 1 to 2 tons; root crops give very good yield.

Facilities for stock raising moderate. Water supply good and plentiful. Wood for fuel plentiful at \$2.50 to \$4.50 per cord; lumber in good supply at \$8 to \$20 per thousand.

Market, church and school facilities fair. Ordinary taxes \$10 to \$25 on a farm of 100 acres.

Labor in moderate demand. Male laborers obtain \$15 to \$22 in summer, with board, and \$14 in winter—choppers get about \$20 per month in winter. Female servants \$5 to \$10 per month. Very little demand for mechanics.

LINCOLN.

But few farms for sale in this county. Prices range from \$30 to \$200 per acre, according to location and improvements. Sizes vary from fifty to 160 acres, with frequently four-fifths of farm cleared. Value of improvements generally superior, and range in value from 500 up to \$7,000. Character of soil—chiefly a clayey loam, interspersed with sandy loam, black muck and clay.

All kinds of cereals, vegetables, and various fruits form leading products, cereals and vegetables yielding, per acre—wheat, 25 to 30 bushels; barley, 30 to 40 bushels; oats, 36 to 50 bushels; turnips, 300 bushels and upwards; hay one and a-half to two tons. Yield of apples, peaches, pears, cherries and numerous other varieties abundant. Facilities for stock-raising very good. Water supply abundant and good. Wood for fuel, in sufficient supply, at from \$2 to \$6 per cord; lumber, at \$12 to \$40 per 1,000 feet, according to kind: both are gradually becoming scarce. Facilities for markets, schools and churches, unsurpassed. Ordinary taxes on a 100 acre farm, \$25 to \$40.

Farm servants and others in good demand. Male laborers, \$15 to \$25 in summer, with board, and by the year, from \$150 to \$250. Female servants \$5 to \$6 per month. Good mechanics, workers in wood or stone, obtain ready employment.

MIDDLESEX.

Farms frequently changing hands in this county at prices ranging from \$20 to \$100 per acre. Average size of farms, 100 acres, with three-quarters cleared. Improvements generally superior, and worth from \$500 up to \$5,000. Character of soil—generally very fertile, varying in kind from light to heavy clay loam. Productions consist of all the different cereals, roots and fruits grown in Canada. Yields—wheat, 25 to 30 bushels per acre; barley, 25 to 40; oats, 25 to 50; peas, not much grown, on account of bug plague; hay, one to two tons. Fruit grows prolific.

Facilities for stock-raising are superior, and it is extensively engaged in. Water supply good and plentiful.

Wood for fuel in sufficient supply, at from \$2 to \$6. Lumber becoming scarce, and sells at \$8 to \$50 per \$1,000 according to kind and quality.

Market, school, and church facilities superior. Ordinary taxes, \$20 to \$35, on a farm of 100 acres.

Labor for farm hands in great demand, both male and female. Male laborers from \$16 to \$35 per month in summer, with board. Female servants, \$5 to \$9 per month.

Mechanics, demand for, very little.

MONCK.

Very few farms offering for sale, and at high prices—about \$50 per acre. Size of farms, about 100 acres; nearly all cleared. Improvements of high order, and very little land unimproved.

Character of soil, varied and fertile.

Chief products and yields are:

Wheat, 20 bushels per acre; barley, 25; oats, 50; hay, 1½ tons.

Facilities for stock raising good.

Water supply good and ample.

Wood supply for fuel sufficient, but lumber scarce.

Market, school and church facilities fair. Ordinary taxes about \$25 per 100 acres. Demand for servants small. Laborers in summer get about \$18 per month, with board, and \$10 in winter, or about \$150 for the year, with board.

Mechanics not much in demand; carpenters slightly so.

MUSKOKA AND PARRY SOUND.

A large number of farms for sale here at prices varying from \$4 to \$30 per acre. Size of farms from 100 to 200 acres, with from one-sixth to one-half cleared. Value of improvements from \$100 to \$1,000. This is a free land grant district. Soil variable, from light sandy to clay loam; some portions rocky. Unimproved lands for sale at \$1 per acre upwards. Chief products consist of the usual cereals and roots.

Yield per acre, wheat, 10 to 30 bushels; barley, 20 to 30; oats, 25 to 40; potatoes, 100 to 200; turnips, 300 to 600; hay, 1 to 2 tons.

This district is splendidly adapted for stock-raising. Water supply abundant and good.

Wood for fuel plenty and cheap. Lumber abundant at reasonable prices.

Market, school and church facilities not equal to older settled places, but rapidly increasing.

Ordinary taxes from \$5 upwards on a farm of 100 acres.

Slight demand for laborers, but more for female servants. Men servants get from \$25 to \$30 per month, with board, in summer, or \$15 to \$25 per month the year through. Female servants, \$5 to \$10. Considerable employment for lumbermen and mill hands at \$20 to \$40 per month.

A few openings for mechanics, principally builders and coopers.

NORTHUMBERLAND.

Quite a number of farms for sale in this county, at prices varying from \$20 to \$55 for improved farms,—very few farms without improvements; usual size of farms about 100 acres, with about three-quarters cleared. Value of improvements from \$1,000 to \$2,000. Character of soil, varies from a light sandy loam to clay loam. Chief products are wheat, barley, peas, oats, hay, and roots. Yield per acre, wheat, 25 to 30 bushels; barley, 35 to 40; oats, 30 to 50; turnips 400; hay, 1 to 2 tons. Conditions for stock raising favorable. Water supply excellent and abundant.

Wood for fuel in good supply at from \$2 to \$3 per cord. Lumber in good supply, at from \$8 to \$15 per 1,000 ft.

Market, school and church facilities good. Ordinary taxes from \$12 to \$18 on a farm of 100 acres.

Labor in good demand. Male laborers get from \$18 to \$20 per month, in summer, with board, and about \$15 in winter,—little demand in winter. Female servants, \$4 to \$6 per month.

Mechanics very little in demand.

NORFOLK.

A good many farms for sale in this county at prices ranging from \$15 to \$40 per acre. Value of improvements generally from \$1,000 to \$2,000. Character of soil, generally a light, sandy loam. A wide range of cereals, roots and fruits grown. The yield averages, for wheat, 15 to 40 bushels per acre; peas, 20 to 30; oats 30 to 50; turnips, 200 to 400; Hay, 1½ tons. Stock raising facilities good. Water supply good and abundant.

Wood: A considerable quantity of timber yet standing, which enhances the value of the lands; these timber lands sell at \$30 to \$200 per acre. Wood fuel abundant at from \$1 to \$3.50 per cord. Lumber in ample supply at various prices.

Market, school and church facilities fair.

Ordinary taxes, \$20 to \$25 on a farm of 100 acres.

Labor in limited demand. Male laborers get \$12 to \$20 with board in summer and \$26 to \$30 without board. \$200 with house and garden, without board, per annum, is frequently given to a good man. Very little demand for male labor in winter. Female servants get from \$4 to \$6 per month.

No marked demand for mechanics.

Dairy produce is the most important agricultural industry in this country.

ONTARIO COUNTY.

Not many farms for sale in this county; where for sale, prices vary from \$50 to \$100 per acre. Size of farms about 100 acres, with one-half to three-quarters cleared. Value of improvements, from \$1,000 to \$3,000. Little or no unimproved lands in the county. Character of soil, generally a moderately clayey loam. Products consist most of cereals and roots; yield per acre, wheat, 20 to 40; barley, 30 to 40; oats 40 to 50; peas 25 to 40; hay, 1 to 3 tons.

Facilities for stock raising excellent. Water supply good and abundant.

Wood: The supply of for fuel and lumber is sufficient. Wood for fuel, sells at from \$1.50 to \$3.50 per cord. Lumber very various in prices, according to quality and kind.

Market, school and church facilities are excellent. Ordinary taxes from \$20 to \$33 on a farm of 100 acres. In some townships a small tax towards railway bonuses.

Labor in moderate demand. Farm laborers get from \$15 to \$25 for summer, with board; in winter, \$10 to \$15. Female servants, \$5 to \$10.

No particular demand for mechanics.

OXFORD.

Not many farms for sale in this county; prices from \$40 to \$100 per acre. Average size of farms, 100 acres, with about two-thirds clear. Value of improvements, from \$500 to \$4,000. Very little unimproved lands in the country.

Character of soil varies between a clay and a sandy loam, and is very fertile. Field products consist of all the cereals, together with roots and fruits. Yields, wheat, 20 to 30 bushels per acre; barley, 25 to 35; oats, 35 to 50; turnips, 500; hay, 1½ to 2 tons. In addition to this, dairy farming is extensively prosecuted.

Facilities for stock raising are excellent.

Water supply good and ample.

Wood for fuel and lumber in fair supply. Fuel wood commands from \$2 to \$4 per cord; lumber from \$12 to \$25 per 1,000 feet, according to kind and quality.

Market, school, church and railway facilities excellent. Ordinary taxes range from \$16 to \$24 on a farm of 100 acres; also in different townships there are taxes for railway bonuses varying from \$3.50 to \$12, terminable in 11 years.

Labor is in considerable demand, especially female servants. Male laborers, \$16 to \$20 per month, with board, for summer, or \$180 by the year.

Female servants get \$6 to \$8 the year through.

Mechanics in but little demand.

PRESCOTT.

A good many farms for sale in this county, and changing hands quite freely. Prices range from \$20 to \$50 per acre; average size of farms, 100 acres, with one-half or three-fourths cleared. Value of improvements, on an average, \$1,500. Very little unimproved land to be had. Character of soil—chiefly sandy and gravelly clay loam. Chief products consist of the usual Canadian cereals and roots, yielding, to the acre—wheat, 10 to 20 bushels; barley, 25 to 30 bushels; oats, 30 to 35 bushels; turnips, fine yield; hay, one to two tons.

Facilities for stock-raising, fair.

Water good and abundant.

Wood for fuel, sufficient in supply, at \$1.50 to \$4 per cord; lumber from \$7 per 1,000 feet upwards.

Excellent market and other facilities.

Ordinary taxes, from \$10 to \$25 per farm of 100 acres.

Moderate demand for farm servants, principally for females. Males obtain in winter, \$18 to \$26 per month, or by the year, \$172 to \$240.

Female servants, \$4 to \$10 per month.

Mechanics not in demand.

PEEL OR CARDWELL.

There are almost no farms for sale in this county. Prices range from \$40 to \$60 per acre, average size, 100 acres, with about three-fourths cleared. Value of improvements, \$2,000 to \$4,000. No unimproved lands for sale. Character of soil, generally a clay loam. Chief products are the usual cereals and roots, which yield, per acre, about as follows:—Wheat 25 bushels; barley, 30 to 35; peas, 20 to 30; oats, 35 to 50; hay, one to two tons.

Facilities for stock-raising, good.

Water supply, abundant and good.

Wood, for fuel, becoming scarce; prices, \$3.50 to \$4 per cord. Lumber, \$8 to \$14 per 1,000 feet.

Market, school, church and railway facilities excellent.

Ordinary taxes, \$15 to \$20 per farm of 100 acres. Special railway taxes, from \$7 to \$9 in some townships.

Farm laborers and female servants in good demand. Male servants, \$16 to \$22 in summer, or \$150 to \$200 by the year. Female servants \$5 to \$8 per month.

A limited demand for mechanics, especially for carpenters.

PRINCE EDWARD COUNTY.

Not many farms for sale in this county. Prices vary from \$30 to \$100 per acre. Average size, 100 acres, with about three-quarters to four-fifths cleared. Value of improvements from \$1,000 to \$2,500. No unimproved lands on sale. Character of soil, chiefly clay—occasionally gravelly, chief products are, wheat, barley, rye, corn, potatoes, and hops, giving an average yield of:—Wheat, 20 bushels per acre; barley, 30; oats, 35; turnips, 200; hay, 1½ tons.

Stock raising facilities good.

Water supply generally plentiful.

Fuel is sufficient, wood bringing \$1 to 4\$ per cord; Lumber easily obtained at \$10 to \$20 per 1,000 ft.

Facilities for Markets, churches and schools, excellent.

Ordinary taxes \$10 to \$25 per farm of 100 acres.

Laborers not in special demand,—a few might find employment at fair rates.

Male laborers realize \$15 to \$20, with board, in summer, or about \$15 per month the year through. Female servants \$5 per month.

Mechanics in but little demand.

PETERBOROUGH.

A few farms for sale at from \$30 to \$80 per acre, average size 100 acres, with from 65 to 80 improved. Value of improvements, \$500 to \$2,000. Some free grant lands in rear part of county—very little improved land in southern part of the county. Character of soil, clay loam and sandy loam, part of the lands somewhat rocky. Products are the ordinary cereals and roots; yield per acre, wheat 20 to 30 bushels; barley, 20 to 40; oats, 25 to 50; peas, 20 to 25; hay, 1 to 3 tons; turnips, 300 to 500.

Good facilities for stock raising.

Water supply good and abundant.

Wood supply abundant—Fuel wood \$1.90 to \$4 per cord; lumber, \$9 to \$20 per 1,000 ft.

Market, school and church facilities excellent in southern portion of county.

Ordinary taxes range from \$5 in new townships, up to \$30 in the older, on a farm of 100 acres.

Laborers in slight demand; female servants in brisker demand. Male laborers get in summer \$15 to \$24 per month with board. Considerable demand for lumber men in winter at from \$20 to \$35 per month.

Mechanics in no demand.

PERTH.

A small number of farms for sale in this county, at prices from \$20 to \$80 per acre; average size of farms, 100 acres, with one-half to three-quarters clear. Value of improvements, from \$1,000 to \$6,000. No unimproved lands in the county. Character of soil, clay loam of excellent quality. General products are cereals, roots and fruits. The average yield is, for wheat, 15 to 30 bushels; barley, 25 to 45; oats, 35 to 50; potatoes, 100; hay, one and a-half to two tons. Stock-raising facilities, excellent. Water supply plentiful.

Wood, for supply of fuel and lumber, fair; wood selling at \$2 to \$4 per cord. Lumber varied in prices, according to kind.

Facilities for markets, schools and churches unsurpassed. Ordinary taxes, \$23 to \$33, on a farm of 100 acres; a special tax, for railway bonuses, exists, in some townships, of about \$11 per annum.

Laborers in considerable demand. Male laborers get from \$18 to \$24 in summer, with board, and, in winter, \$10 to \$16 per month. Female servants, \$4 to \$8 per month.

No demand for mechanics.

RENFREW.

A moderate number of farms for sale in this county, at prices ranging from \$6 to \$30 per acre. Average size of farms, 100 acres, with from one-half to three-quarters clear. Improvements range in value from \$500 upwards; unimproved lands from \$1 to \$10 per acre. Character of soil—generally clay loam and sand, and frequently stony. Leading products, the ordinary grains and roots; average yield per acre—wheat, 10 to 30 bushels; oats, 20 to 40; peas, 18 to 20; rye, 20; barley, 20 to 25; potatoes, 100; turnips, 500; hay, one to three tons.

Stock-raising facilities fair.

Water supply good and plentiful.

Wood and lumber plentiful; wood, for fuel, \$1.50 to \$3 per cord; lumber, from \$6 upwards, per 1,000 feet.

Facilities for markets, churches and schools, fair.

Ordinary taxes, \$8 to \$20 on a farm of 100 acres. In the townships of Admaston and Horton, a small special railway bonus tax, of about \$1.20, exists, terminable in 1892.

Laborers in good demand, at \$20 to \$26 in summer, with board, or, by the year, \$12 to \$20 per month. Female servants in fair demand, at \$5 to \$8 per month.

A limited demand for mechanics, such as blacksmiths, waggon-makers, carpenters and shoe-makers.

Abundance of employment for lumbermen in shanties, at from \$20 to \$45, with board.

RUSSELL.

This County has few or no improved farms for sale. Wood lands sell at from \$5 to \$10 per acre, and cost from \$10 to \$15 per acre to clear.

Chief products are oats and general cereals;—average yield per acre; wheat, 10 bushels; barley, 15; peas, 15; oats, 20; hay, 1 ton.

Well adapted for stock raising.

Water supply good and sufficient.

Supply of wood for fuel and lumber ample.

Fair facilities as regards markets, churches and schools.

Ordinary taxes \$15 per farm of 100 acres.

No special demand for male or female servants. Male servants get about \$20 per month with board, and female servants \$4 per month.

No demand for mechanics.

SIMCOE.

Considerable number of farms for sale in this county at prices from \$10 to \$60. Average size of farms 100 acres with from $\frac{1}{3}$ to $\frac{2}{3}$ cleared; value of improvements from \$800 to \$3,500. Character of soil various from sandy loam to clay, and in some parts stony. Products comprise usual grains, roots and hay, yielding per acre:—Wheat, 18 to 25 bushels; oats, 30 to 50; barley, 30 to 35; peas, 20 to 35; hay, 1 to $1\frac{1}{2}$ tons; root crops prolific.

Facilities for stock raising good.

Water supply, ample and good.

Wood for fuel at from \$1.50 to \$3.

Lumber at from \$5 to \$12 per M.

Market, school and church facilities good.

Ordinary taxes \$12 to \$20 on a farm of 100 acres.

Laborers in moderate demand.

Men in lumber camps get from \$18 to \$35 per month. Farm laborers \$15 to \$20 or \$180 to \$200 per annum with board.

Female servants \$4 to \$8 per month.

Mechanics, not in demand—a few builders might find employment.

STORMONT.

Not many farms for sale in this county—prices range from \$15 to \$40 per acre. Value of improvements vary from \$500 to \$1,500. Very few unimproved lands. Character of soil, clay loam, sandy loam and some gravelly loam. Products and yield per acre are:—Wheat, 15 to 25; barley, 20 to 30; peas, 20 to 30; oats, 25 to 50; hay, $1\frac{1}{2}$ to 3 tons.

Stocking facilities very good.

Water supply adequate.

Fuel and lumber sufficient in supply—prices, cordwood, \$1.50 to \$3.50; lumber, \$8 to \$20 per M.

Market, church and school facilities good.

Ordinary taxes \$10 to \$20 per farm of 100 acres.

Laborers and female servants in demand.

Laborers get in summer \$15 to \$20 with board, and female Servants \$4 to \$6 per month.

No demand for mechanics.

VICTORIA.

A considerable number of farms for sale at prices varying from \$5 to \$50 per acre. Average size 100 acres, with $\frac{1}{4}$ to $\frac{1}{2}$ cleared. Value of improvements \$500 and upwards. Character of soil very variable from rocky, sandy and spongy, to good dry clay and sandy loam. Leading products and yield per acre; wheat, 15 to 30 bushels; barley, 20 to 35; oats, 35 to 50; peas, 20 to 35; hay, $1\frac{1}{2}$ tons.

Considerable attention is being paid to stock raising.

Water supply good and plentiful.

Fuel and lumber abundant.

Wood for fuel, \$1.50 to \$4 per cord; lumber from \$8 per M, upwards.

Market, church, school and railway facilities excellent.

Ordinary taxes \$10 to \$25 per farm of 100 acres.

Laborers in good demand at wages from \$15 to \$30 per month with board in summer, or from \$13 to \$17 per month by the year. Female servants scarce and receive from \$5 to \$7 per month.

Good openings for a few mechanics in certain lines.

WENTWORTH.

Not many farms offering in this county. Prices range from \$40 to \$200 per acre, for improved farms; no unimproved land in the county. Usual size of farms 100 acres, nearly all cleared. Soil good but varying greatly; chiefly consists of clay loam. The chief products are hay, roots and the usual grains, yielding as follows:—Wheat, 17 to 30 bushels per acre; barley, 25 to 35; oats, 30 to 50; hay, 1 to 3 tons; turnips, abundant yield. Facilities for stock-raising excellent. Adequate supply of good water. Wood for fuel becoming scarce, and selling at from \$2 to \$5 per cord. Coal considerably used. Lumber increasing in price, and costs from \$10 per M. upwards. Very superior facilities in the way of markets, schools, churches, railways, &c., the City of Hamilton (35,000) being situated in the county and greatly enhancing the value of farms. Taxes range from \$16 to \$25 on a 100 acre farm with average improvements. Fair demand for servants of both sexes, principally females. Male servants get from \$16 to \$22 per month in summer, in winter \$10 to \$14. or for the year \$12 to \$18 per month, with board. Female domestics obtain \$5 to \$8 and board. No particular demand for mechanics in the county.

WELLINGTON.

A considerable number of farms for sale in some localities, at prices varying from \$20 to \$75 per acre. Average size of farm 100 acres, with large clearances and improvements. Very few unimproved farms in the county. Soil chiefly sandy loam and clay loam. The products are the usual grains, roots, &c. Fall wheat yields 15 to 35 bushels per acre; barley, 20 to 35; oats, 30 to 50; peas, 20 to 30; hay, $1\frac{1}{2}$ to 2 tons. Plentiful supply of splendid water. Wood for fuel becoming scarce and selling at \$2 to \$4 per cord. Lumber from \$8 up. Splendid market, church, school and railway facilities. Taxes on average sized farm range from \$15 to \$25, with a special railway bonus tax in one municipality of about \$6.50 per annum, terminating in about 11 years. A limited demand for male and female servants; males get \$15 to \$22 in summer, and \$10 to \$15 in winter, or about \$160 by the year, with board. Females receive from \$5 to \$8 per month. The demand for mechanics is fairly well supplied.

WELLAND.

A few farms for sale in this vicinity at prices varying from \$30 to \$100 per acre. Usual size of farms 100 acres, with from $\frac{2}{3}$ to $\frac{7}{8}$ cleared. Very little unimproved lands in the county. Improvements generally valuable and extensive. Soil chiefly clay and clay loam. The chief products are the usual grains, vegetables, roots, and fruit, splendid district for fruit growing. Yield about as follows: Wheat, 15 to 25 bushels per acre; barley, 15 to 30; oats, 30 to 40; peas, 15 to 20; hay 1 to 3 tons. This county well adapted for stock raising. Water supply good and sufficient. Wood for fuel becoming scarce, and brings from \$1 to \$4.50 per cord, according to kind and quality. Lumber from \$10 to \$20 per M. The best of conveniences as regards markets, schools, churches, railways, &c. Taxes on a farm of average size, with fair improvements, range from \$15 to \$25. Moderate demand for male and female servants. The former receive from \$16 to \$20 per month during summer, \$8 to \$15 during winter, or \$150 to \$200 for the year, with board. Married men sometimes get house rent free and firewood included, but without board, and \$250 per annum. Female servants \$4 to \$8 per month, with board. No extra demand for mechanics.

WATERLOO.

Not a great number of farms for sale, prices ranging pretty high, from \$50 to \$90 per acre. Size of farms usually about 100 acres, with $\frac{2}{3}$ cleared. Improvements as a rule valuable. Timber lands sell as high as moderately improved cleared lands. Soil part clay loam and part sandy. The usual grains, roots, fruits, &c., are profitably grown. The following are the yields per acre: Wheat, 20 to 35 bushels; barley, 30 to 40; oats, 30 to 50; pease, 20 to 30; hay and turnips liberal yield. Excellent facilities for raising stock. Water good and abundant. Supply of firewood sufficient at from \$3 to \$6 per cord. Lumber from \$10 to \$25 per M., according to kind and quality. Splendid facilities as regards markets, towns, churches, schools, railways, &c. Taxes on farm of average size and improvements amount from \$12 to \$30 per annum. Fair demand for both male and female servants. Wages for men in summer, from \$12 to \$20 per month, with board; in winter, \$8 to \$10; sometimes \$12 to \$17 for the year round. Female domestics receive from \$5 to \$8 per month. Slight demand for mechanics, chiefly builders.

YORK.

Very few farms for sale in this county, prices running from \$40 to \$120 per acre. Usual size of farms 100 acres, with nearly all cleared. Improvements generally of a good character and extensive. No unimproved farms in the county. Soil generally clay loam. The usual grains, roots and fruits are raised. Fall wheat yields 15 to 40 bushels per acre; spring wheat, 15 to 30; barley, 25 to 40; oats, 30 to 60; pease, 20 to 40; turnips, 200 to 800; hay, 1 to 3 tons. Good facilities for stock raising. Abundant supply of splendid water. Fair supply of wood for fuel and lumber, the former costing \$2 to \$4 per cord; lumber from \$10 per M. upwards. First-class conveniences as regards markets, schools, churches, railways, &c. The city of Toronto (80,000), capital of the Province of Ontario, and second largest city in the Dominion, is situated in this county, and affords an abundant market for all kinds of farm produce. Taxes range from \$16 to \$30 on farms of average size and improvements, with additional taxes for railway bonuses in some of the municipalities. Brisk demand for male and female farm servants; the former get \$15 to \$30 per month in summer with board, or \$150 to \$200 for the year round, but are required to be good hands. Females receive \$4 to \$8 per month all the year round. No particular demand in the county for mechanics.

QUEBEC.
ARGENTEUIL.

A considerable number of farms for sale in this county, at prices ranging from \$8 to \$60 per acre. Size of farms from 100 to 200 acres, of which about two-thirds are cleared. Improvements worth about \$600 per each 100 acres. Light soil and clay. Unimproved lands worth from \$2 an acre up. Hay, oats, peas, buckwheat, wheat in small quantity, and root crops are grown. Wheat yields from 12 to 15 bushels per acre; barley, 15; peas, 20; oats, 30; hay, 1 ton. Good chances for stock raising. Water supply good and plentiful. Wood \$2 to \$4 per cord. Sawn lumber from \$7 per 1,000 ft. and upwards. Good facilities in the way of markets, schools, churches, railways, &c. Average taxes on an ordinary farm \$3 or \$3.50 per acre. Considerable demand for farm laborers; males earn \$15 with board, per month, on an average. Females \$4 to \$8. A moderate demand for mechanics. People selling out to go west.

BROME.

A great number of farms for sale in this county at prices varying from \$5 to \$40 per acre. Usual size of farm 100 acres, as a rule well cleared of timber, in a fair state of cultivation, and with very good buildings. Timbered land varies in price from \$3 to \$15 per acre, according to value of soil and timber. Soil mostly a strong, dark loam, sometimes stony. The principal products are butter, cheese, live stock, potatoes and coarse grains. Wheat and corn have done well of late years. Wheat and barley yield about 12 to 30 bushels per acre; oats 30 to 40; hay, 1 to 2 tons. Pasturage excellent, and one of the best counties in the Province for stock raising. Excellent and abundant water supply. Sufficient supply of good wood for fuel at \$2 to \$3 per cord. Lumber in plentiful supply from \$6 to \$20 per 1,000 ft. Superior conveniences as respects markets, schools, churches, railways, &c. Taxes on ordinary sized farm with average improvements, from \$20 to \$25 per year, with a few dollars in addition towards railway bonus. Considerable demand for both male and female laborers. Wages for the former from \$120 to \$200 per year, or \$15 to \$20 for summer months, and \$8 to \$14 for winter months, always with board. Females, \$4 to \$10 per month, with board. No special demand for mechanics.

BELLECHASSE.

A large number of farms for sale in this county at prices per improved farm of about \$1,000. Soil good. Usual size of farm about 3 arpents by 30. Principal products are wheat, rye, oats, barley, peas, buckwheat and potatoes. Wheat yields about 30 bushels per arpent; rye, 30; peas 25 to 30; oats, 40; hay, 1½ tons. Water abundant and good. Wood plenty and cheap. Good facilities in the way of markets, schools, churches and railways. Taxes about \$5 on an ordinary farm. No demand for influx of laborers. Males receive about \$10 per month in summer, with board; \$6 during winter. Slight demand for mechanics. The new parish of St. Damien offers great encouragement to settlers.

BERTHIER.

Very meagre replies came from this county. No farms looking for purchasers. Chief products are peas, oats, buckwheat and hay. Peas yield 15 bushels per arpent; hay, 3 tons per arpent. Good facilities for stock raising. Splendid water supply. Plenty of wood for fuel and lumber. The former sells at about \$3 per cord, lumber from \$8 per M. up. First-class conveniences in the way of railways, water communication, markets, &c. No demand for influx of mechanics or laborers.

CHARLEVOIX.

A considerable number of farms for sale, prices running from \$100 to \$200 per farm of 100 arpents. Most of the farms are well cleared. Soil a sandy loam, on

which are grown all the cereals and roots. Wheat yields about 15 bushels per arpent; oats, 40; rye, 25; peas, 20; turnips, 200; hay, 3 tons. Good pastures for raising cattle. Water supply good and abundant. Wood about \$2 per cord. Fair communication with the outside world. Taxes extremely light. No demand for laborers and mechanics. Male servants get about \$10 per month, with board, in summer, and about \$6 during winter.

GASPÉ.

In the Townships of Chattle and Tourelle being composed of several parishes not yet settled and uncultivated. The nature of the soil, clay, yellow loam and elsewhere black and sandy loam, extent of the ordinary farms 80 acres, on an average 50 to 60 acres under cultivation and remainder bush; price about \$500.00 to \$800.00 according to the buildings. Price for wild land 20c. per acre; a farm of 100 acres improved buildings included about \$900.00. Products, wheat, rye, barley, oats, peas, buckwheat, and all kinds of vegetables. Wheat and other grains according to the seasons from 15 to 20 bushels to the acre. Live stock bought by merchants. Plenty of water everywhere and of first quality. All kinds of woods are in great quantity except pine, which is not in such a large quantity. Cord wood, maple, 3 ft., \$1.50. Cord wood, white birch, 3 ft., \$1.00. Spruce lumber, 12 ft. 12 in., \$6.00. For towns by steamer and by the Ametis Railroad, 90 miles from here, but merchants buy here. School taxes 50 per cent., council, 10 per cent. Our emigrants go to the United States and many find employment. Summer men get \$14 to \$16 with board, girls \$2.50 to \$3.00; winter \$9 to \$10 for men and the girls same as summer. Not many carpenters asked for. Many farms are offered for sale because the people have missed their chance for fishing.

JACQUES CARTIER.

Farms for sale here, few or none. A 100 arpent farm is worth from \$4,000 to \$6,000, or \$40 to \$50 per acre. Soil good, all land cleared and farms well improved. All kinds of cereals and roots, and hay are grown. The following are some of the yields per arpent:—Barley, 40 bushels; wheat, 25; peas, 40; oats, 50; hay, 2½ tons; roots 200 bushels. Water supply good and plenty. Wood becoming scarce. First-class facilities for communication, schools, churches, markets, &c., with railways and gravelled roads. Taxes about 4 or 5 cents per \$100 assessment. Considerable demand for male and female servants, \$20 per month for men during summer, and \$10 during winter, with board, and \$6 to \$10 for female servants. No demand for mechanics.

MISSISQUOI.

A large number of farms for sale in this county at prices ranging from \$25 to \$50 per acre. Size of farms usually about 100 or 150 acres, mostly cleared, and with good comfortable houses. Improvements worth from \$1,000 to \$2,500 per farm. Soil as a rule of good quality, but varying greatly between clay and loam and gravelly soil. Unimproved lands selling at from \$15 to \$30 per acre. Dairy farming is the leading occupation, butter and cheese being dealt in to a large extent. The usual grains, roots and fruits are also raised, however. Wheat yields from 15 to 25 bushels per acre, barley, 20 to 40; peas, 15 to 30; oats, 40 to 50; turnips, 200 to 400; hay, 1 to 2 tons. Condition for raising cattle very good. Ample supply of good water, as a rule. Plentiful supply of wood and lumber for some years to come yet; wood \$2 to \$3 per cord; lumber all prices, according to kind and quality, from \$5 per M. up. Very conveniently fixed for markets, schools, churches, and travelling facilities. Taxes on ordinary farm range from \$13 to \$32 per year, with slight additional taxes in some municipalities towards railway aid. Healthy demand for laborers. Wages for men in summer \$12 to \$30 per month with board; in winter \$10 to \$12. Female domestics \$4 to \$10 and sometimes \$12 per month with board. Limited demand for mechanics, chiefly woodworkers. Immigrants should not expect high wages on first coming out nor until they become familiar with the work, &c.

MONTCALM.

A great many farms for sale in this county, at prices ranging from \$20 to \$70 per arpent. Size of farm runs from 50 to 100 arpents. Soil sandy; the cereals, roots and hay are successfully grown. Wheat yields about 25 bushels per arpent; peas, 30; hay, 2 tons. Good water everywhere. Cord wood very cheap. Lumber from \$6 to \$50 per M, according to quality and kind. Good market, and travelling conveniences. Taxes on an ordinary farm range from \$6 to \$12. More servants needed. Men get about \$25 per month in summer, with board, but less in winter; women, about \$3.50 or \$4 per month, with board. Mechanics and masons in great demand.

OTTAWA.

Not very many farms for sale on the whole. The nature of the soil is clay, yellow, black and sandy loam, price per acre, about \$15 to \$20 on an average, according to the buildings. The unimproved farms of 100 acres are worth from \$5.00 to \$10.00 per acre. The products are wheat, rye, oats, peas, buckwheat, corn, turnips and hay, potatoes and all kinds of vegetables. The average yield of wheat per acre is 15 to 20 bushels on an average; barley, very little sown; peas, 15 to 20 bushels per acre; oats, 20 to 30 bushels per acre; hay, 1½ tons per acre. Good chances for stock-raising; good pasturage. Excellent water, and easy to get in great quantity. Fuel and lumber abundant; cordwood is worth \$2.00 a cord for soft, and \$4.00 a cord for hard wood. Lumber is worth from \$6.00 to \$12.00 per thousand feet. The facilities are, as a general rule, easy to reach markets in towns and villages. Plenty of schools and churches. Taxes on an ordinary 100 acres farm are \$15 to \$20 per annum, everything included. None for bonus. Great demand for both male and female servants. Male servants get 20 to \$30 a month, and female servants \$2.00 to \$5.00. A great demand for mechanics. There are some good mines of phosphate of lime, and there is a great extent of land to be taken yet.

PONTIAC.

Very few, if any, farms for sale in this county. Prices for good, improved lands about \$20 per acre; unimproved lands from 30 or 50 cents an acre upwards. Size of farms generally about 90 or 100 acres, with good proportion cleared. Value of improvements from \$800 to \$1,000. Soil, clay, clay loam and sandy loam, and some rock. Wheat, oats, corn, barley, hay, potatoes, &c., are grown. Wheat yields 10 to 20 bushels per acre; oats, 20 to 40; barley, 15 to 25; peas, 20 to 30; turnips, 40 to 50; potatoes, 200; hay, one to four tons, &c. Conditions for stock-raising not very favorable. Water supply abundant and good. Wood and lumber in plentiful supply. Cordwood, from \$1.00 to \$3.50 per cord. Lumber, from \$6.00 per M. upwards, according to quality and kind. Market, school and church facilities fair. No railways through the county yet. Taxes range very unevenly, from \$4.50 to \$20.00 on ordinary farms. A bonus of \$100,000 has been voted by the county towards the Pontiac Pacific Railway, but construction has not yet commenced. Good demand for farm servants, more especially females. Girls get from \$4.00 to \$8.00 per month, with board, the year round; men get from \$15 to \$26 in summer, with board, per month, and in winter a little less. A very slight demand for mechanics, such as blacksmiths, carpenters, shoemakers and tailors.

RICHMOND.

Only one reply has been received from this county, which states that there are quite a number of farms for sale here, at prices varying from \$15 to \$25 per acre, including buildings. Usual size of farm about 100 acres, with about three-fourths cleared. Improvements worth on the average about \$1,500. Soil varied from light sandy to heavy, damp soil. Not much unimproved land for sale; price about \$5.00 per acre. Oats, wheat, barley, corn, potatoes, turnips and hay form the staple products. Wheat realizes about 20 bushels to the acre; oats, 30; barley, 25;

turnips towards 600; hay $1\frac{1}{2}$ tons; very little pease raised. Water supply good and sufficient. Sufficient supply of wood and lumber. Cordwood, on the average, about \$2.50; lumber of fair quality from \$8.00 to \$12.00. Very fair facilities as regards markets, schools, churches and railways. Average taxes about \$20. Some demand for laborers. Wages for men about \$14 in summer, with board; in winter about \$10, or \$5 extra, without board. Females from \$3 to \$8 per month, with board. Moderate demand for mechanics.

RIMOUSKI.

Quite a number of lands or farms for sale. The nature of the soil is generally good, and the extent of the farms is from 80 to 100 acres; about three-fourths cleared. Wild land scarce, but what there is sells for \$4 to \$5 per acre. The chief products are wheat, rye, barley, peas, oats and potatoes. Average yield of wheat, 10 to 20 bushels to the acre; barley, 20; oats, 30; peas, 10 to 15; and potatoes, 150 to 200 bushels. Stock raising is not much in practice. Plenty of water and of first-class quality. In some localities lumber is scarce, but in others is of sufficient quantity, and combustible is in abundance, price varying from \$2 to \$3 a cord. Good accommodation both by railroad and steamers. Taxes low. No bonus taxes. Both male and female servants are in demand in the country. Male servants get \$15 to \$25 a month and board, and female servants \$2 to \$5 a month. Great demand for carpenters. A large number of farms for sale, for the reason that the farmers are unable to keep them on account of a lack of means.

SHEFFORD.

About half of the territory in this county is offered for sale. The soil is generally of a good quality, consisting of clay and yellow loam, and very little stones. Farms are generally half cleared and under a state of good cultivation, but a great many stumps remain yet to be taken out. Timber land sells for \$4 per acre, and improved farms sell for \$10 to \$15 per acre. Grains of all kinds, together with vegetables, are cultivated with great advantage. Great quantity of wheat is also produced since a few years. No particular average yield of the number of bushels of the different grains per acre. First-class for stock raising and good pasturage. Plenty of water and of good quality. There is plenty of combustible in the neighborhood, but lumber is quite scarce. Cordwood about \$2 a cord. Hemlock lumber sells for \$5 per 1,000 feet; white spruce, \$6 to \$8; and basswood, \$10 per 1,000. Good railroad and steamer accommodation for markets. Taxes low. There is a certain amount of taxes for bonus. Great demand for male and female servants. Male laborers get from \$15 to \$25 a month, with board. Carpenters are also in great demand. Great many families have left for the United States and North-West lately.

SOULANGES.

No farms to sell in this county. Prices about \$50 per acre; farms nearly all cleared. Unimproved land about \$25 per acre. Peas, wheat, barley and oats are the principal products. Wheat yields about 15 bushels per acre; barley, 18; oats 20. Plenty of excellent water. Cordwood about \$4 per cord; lumber scarce. Fair facilities in way of markets, schools, churches, &c. Taxes about \$8 per year on ordinary farms. Laborers in some demand. Wages for men during summer about \$18 per month, with board, in winter \$10 to \$12, or by the year about \$150. Female servants average \$5 a month, with board. Mechanics scarce and in demand, making frequently \$1.50 per day, with board.

STANSTEAD.

Several farms in the county are seeking purchasers, at prices ranging between \$6 and \$30 per acre. Usual size of farms about 100 acres, with a large proportion cleared. Soil good and productive, among the best in the Eastern townships. Very

few unimproved lands in the county, which sell at from \$3 to \$10 per acre. Grain, potatoes, roots, butter, cheese, &c., are the staple products. The following are some of the yields per acre:—Wheat, 15 to 40 bushels; barley, 25 to 50; oats, 40 to 75; potatoes, 200 to 300; turnips, very liberal yield; hay, 1 to 2 tons. Dairy farming considerably followed. Very favorable condition for stock raising. Abundance of good water. Good supply of lumber and fuel. Cordwood \$2 to \$4 per cord; lumber of fair quality for building, \$6 to \$10 per 1,000 ft. Good facilities in respect to markets, schools, churches, railways &c. Taxes \$10 to \$20 on ordinary farms, with light, additional levy in some townships towards railway aid. Considerable demand for laborers, but less for mechanics. Wages for farm laborers \$14 to \$20 with board, in summer, \$10 to \$14 in winter, or for the entire year, \$12 to \$15. Experienced hands have little difficulty in finding good employment. Mill hands receive from \$1 to \$1.00 per day. Female servants receive \$4 to \$10 per month, with board, the year round.

TÉMISCOUATA.

Some farms for sale in this county at prices of about \$30 per acre for cleared and \$10 for uncleared lands. Usual size of farms about 75 acres. Soil very good, consisting chiefly of clay loam and black earth. Value of well improved farms, with good buildings, &c., about \$50 per acre. Average value of improvements on a 100 acre farm, \$800 to \$1,000. Chief products are, hay, oats, rye, barley, peas, and potatoes. The following are some of the yields per acre:—Wheat, about 20 bushels; barley, 20; peas, 25; oats, 50; vegetables, 300 to 400; hay, 2 tons. Splendid chances for raising cattle. Good supply of excellent water. Cordwood and lumber generally abundant. Cordwood costs from \$1 to \$3.50 per cord. Lumber from \$5 per 1,000 ft. upwards. Fair market, school and like facilities. Average taxes on ordinary farm \$6 to \$3 per acre. Not much demand for laborers. Men get \$10 a month with board, in summer, and about \$6 in the winter, or by the year about \$100; for female servants about \$30 per year, with board. Not much demand for mechanics. A large tract of good lands belonging to private companies not settled yet. Hundreds of families could find good settlements in the county.

VAUDREUIL.

Only one reply has been received from this county, from which it is learned that there are a few farms for sale. Size of farms generally about 90 acres, with 60 cleared, and worth \$3,000 or \$4,000 for the farm. Unimproved lands worth about \$20 or \$25 per acre. Soil mostly very good. Wheat, oats, barley, corn, potatoes and other root crops comprise the chief products. The following are some of the yields per acre:—wheat, 10 to 12 bushels; barley, 12 to 15; peas, 15 to 20; oats, 20 to 25; not many turnips raised, hay, 1 to 2 tons. Very fair facilities for raising cattle. Splendid water in abundance. Fuel and timber becoming scarce. Excellent market, school, church and railway facilities, being on the Ottawa River between Montreal and Ottawa, near the junction of the St. Lawrence and Ottawa Rivers. Good water connection in summer. Average taxes on ordinary farms from \$8 to \$10 per acre. All kinds of laborers of both sexes in demand. Wages from \$10 to \$12 per month. Slight demand for mechanics.

WOLFE.

A considerable number of farms for sale in this county. Prices about \$10 to \$12 per acre, without improvements \$3 to \$4 per acre. Soil good, and usual size of farms, 100 acres. The staple products are hay, grain and roots. Wheat yields about 15 bushels per acre; barley 25; peas 20; oats, 40; hay 1½ tons; vegetables 200 to 400 bushels. Good pastures for cattle. Fuel and lumber in abundance. Cordwood from \$1 per cord up. Lumber \$8 to \$20 according to quality and kind. Good market and other facilities. Taxes about 50 cents on every \$100 of assessment, with railway bonus tax in some districts of about \$8 per farm. Limited demand for laborers. Men

receive \$15 to \$20 per month in summer, with board, in winter about \$10. Female servants \$4 to \$6 per month, with board. A limited demand for building mechanics. Many farms sold in order that proprietors may go West.

YAMASKA.

A good number of farms for sale here at prices of from \$10 to \$35 per acre. Good farms are pretty well cleared and occupied; only poor lands sell at \$5 per acre. The cereals and hay are chiefly grown. Peas yield about 10 bushels per acre; wheat 10; oats 20; hay 2 tons. Good supply of water. Sufficient supply of wood and lumber; former about \$2 per cord; latter \$4 per M., upwards. Fair market, church and school facilities. Average taxes per farm of 90 acres from \$6 to \$9. No special taxes. No demand for laborers or mechanics. Wages for laborers are about \$25 a month, with board, in summer, and about \$18 in winter.

IMPORTANT NOTE.

The Province of Quebec is composed of 65 counties, of which 60 are agricultural. Each contains, on an average, ten parishes. As circulars were sent to all the municipalities, which are still more numerous than the parishes, at least 600 replies should have been received. The committee regret that only 60 replies from 20 counties have been received—only about 3 to each county.

This result is owing to the fact that information was requested by the Secretary as to Townships only, and not as to counties composed of parishes, which are the most fertile. The present statement is so incomplete that it in no way represents the position of the Province of Quebec.

It is within the personal knowledge of members of this Committee that lands for sale (exclusive of Crown lands, of which there are millions of acres), that the price of improved lands, that agricultural production, that the price of and demand for labor, &c., are higher and more considerable than is represented by most of the replies which have been received from that Province.

NEW BRUNSWICK.

CARLETON.

Few farms are offered for sale in this County. The soil is a light reddish gravelly loam of very good quality. Farms contain from 100 to 150 acres each, of which 60 to 70 are cleared. The houses and barns are comfortable and commodious. Price ranges from \$10 to \$20 per acre according to localities and improvements. Wild lands sell for about \$6 per acre, and the average improvements 100 acre farms sell for \$800 to \$900. The usual grains and vegetables are raised. Wheat yields about 25 bushels per acre, oats 40 bus., buckwheat 41 bus., and there is good facilities for stock raising and considerable hay is exported. The water supply is plentiful and pure. There is an abundance of lumber and firewood. The markets are good and easily reached, railway facilities are excellent; the schools are very superior, and there are churches everywhere. There is no railway tax; for school, parish and county taxes, an ordinary 100 acre farm pays about \$4 to \$5 taxes. There is a great demand for farm laborers and female servants. The farm hands get from \$16 to \$20 per month the year round, with board. The farmers are prosperous and live to accumulate wealth.

GLOUCESTER.

In this county very few farms are for sale. Soil is good. Land without improvements, \$1 per acre; improved land valuable. Usual grains, roots and fruits are raised in large quantities. The water is good, and in abundance. There is a good

supply of fuel and lumber; former, from \$1.80 to \$2.00 per cord; latter, from \$4 per 1,000 feet, and upwards, according to quality. First class facilities as respects markets, towns, churches, and schools. Taxes range from \$12 to \$15 for usual size farms and improvements, including school taxes. There is no tax for railway bonuses. There exists very little demand for immigrant, male or female, servants. Summer wages from \$26 to \$30, without board; winter wages, from \$16 to \$26, with board. Very little demand for mechanics. There are, in the county, valuable minerals; rivers, harbors and bays abound with fish, particularly salmon, cod, mackerel, herrings, trout, eels and smelt, &c.

KENT.

There are few farms for sale, and a large extent of Government land. The soil is very good. The farms contain from 100 to 500 acres, generally more than one-half cleared, and the selling prices range from \$5 to \$25 per acre. Unimproved land sells about \$1 per acre; improved farms of 100 acres, about \$500 to \$1,000, buildings included. The products raised in this county are the usual grains, roots and vegetables. Wheat yields from 20 to 35 bushels an acre; oats, 35 bushels; barley, 40 bushels; peas, 25 bushels; turnips, 400 bushels; potatoes, 300 bushels; hay, one and three-quarter tons. The facilities for stock raising are fair. The water is excellent and plentiful. The supply of fuel and lumber is large; the former sells from \$2 to \$3 a cord; and sawn lumber, spruce, \$6 to \$8 per 1,000 feet. Pine, higher, according to quality. The conveniences for markets, towns, schools, churches and railways are excellent. The ordinary taxes, including school taxes, on a 100 acres farm, are about \$6. No special tax for railways. There is a good demand for male and female servants. Men get from \$12 to \$20 in summer time, with board; females, about \$4 a month the year round. The rivers and streams are filled with fish of all kinds, while the coast on the Northumberland Straits abound in lobsters, which give employment to a very great many people. The farmers are prosperous, and there are excellent prospects for young men taking Government lands in the new settlements where the soil is superior. The Intercolonial Railway passes through those new localities, which are destined to become soon wealthy villages. There is a large business done in the county in spruce, bark and lumber, and a good few vessels are built every year. There are three seaports where ocean vessels can safely anchor.

The farmers of Kent County possess a great advantage in their capability of hauling "mussel mud," and spreading it over their farms. This "mussel mud" is a powerful fertilizer, and well adapted to the soil. It is a source of great wealth, which few portions of Canada can boast of. Each farmer, having a good team, can dig up from fifteen to twenty-five loads a day of that mud, in the winter time, and haul them over the ice to his farm; so that, when the spring comes, a fair portion of his land is covered up with this natural fertilizer.

KING*. (N.B.)

There are about fifteen farms offered for sale. The soil is generally good and the farms are composed of from 100 to 500 acres, of which about half are cleared. The price per acre is from \$10 to \$20. Land without improvements sells from \$2 to \$5 per acre. Improved farm, including buildings, sell for about \$1,000. Grain and vegetables are raised. Wheat yields 20 bushels an acre; oats, 40; potatoes, 200; hay, 1 ton to 1½ and 2. Facilities for stock raising are fair. The water supply is good and abundant. There is plenty of fuel and lumber. The price of sawed spruce is \$8 per 1,000 ft., birch, maple, from \$12 to \$15 per 1,000 ft. Good conveniences for markets, churches, schools, towns, railways. Ordinary taxes, including school tax, are about \$10, or about 75 cents on \$100. There are no special taxes for railways. There is a good demand for farm hands. The wages in summer range from \$12 to \$15 with board; in winter from \$10 to \$12 with board, on farm—from \$16 to \$20 in lumber woods, with a large demand. Nearly all kinds of mechanics can get employment in summer time. Good men with capital are wanted to start manufactures; there is a large quantity of lumber for manufacturing purposes.

NORTHUMBRELAND.

Very few farms for sale in the county. Farms contain usually 200 acres, of which 100 are cleared. The quality of soil is good. The price of land without improvements is \$1 per acre. Grain and roots are raised in large quantity. Wheat yields 25 bushels per acre, oats, 40 bushels, hay, 1½ tons per acre. The water is excellent and in abundance. The supply of fuel and lumber is sufficient, and the prices are good. The facilities for villages, churches and schools are good, but there is no railway. County taxes on 100 acres are about \$1.50; school rates on 100 acres about \$3. There is a large demand for immigrant male and female servants. The common laborers get \$14 in winter and \$18 per month in summer, with board. There is a fair demand for mechanics. The soil is generally very good and well wooded, and when the Miramichi Valley R.R. is built, the county will be one of the best in the Dominion.

RESTIGOUCHE.

There is a considerable extent of Government land for sale, but no farms actually owned. The Government land sells for 80 cents an acre, other wild land about \$1 per acre. The products raised are the usual grains and roots. Wheat yields 16 bushels an acre; barley, 24; peas, 24; oats, 24; turnips, 100 barrels; and hay, 2½ tons per acre. The water supply is excellent and abundant. So with fuel and lumber. Hardwood is selling at \$2; soft wood, \$1.50; spruce boards from \$5 to \$10 per 1,000 feet; pine boards, from \$10 to \$20. There are first-class schools and churches; local markets are limited, but we have railway communications with best markets. The taxes are \$8, which includes bounty and poor rates and school taxes and statute labor on roads. There is no special tax for railway, and no demand for immigrant servants; so with the mechanics. There are large tracts of first-class farming lands yet to be opened up in the county, by roads, and the crops on those lands would find ready market in the extensive lumber business.

SUNBURY.

Very few farms for sale in this county. About \$10 per acre with improvements. Usual size of farms, 100 acres. Forty to fifty acres cleared and well cultivated. Soil good. Price of farms' improvements, about \$300. Grains, roots and vegetables are raised. Water very good and supply sufficient. Supply of fuel and lumber sufficient. Price of good hardwood, \$2 per cord. Facilities for markets, towns, schools, churches, and railways are extensive. \$3.50 taxes payable on 100 acres farms; school taxes, \$2; no special tax on railways. No demand for immigrant male or female servants. Wages in winter are \$18 a month; spring, \$40; summer, \$16. There is no demand for mechanics. Some land-owners intend going to Manitoba, and want to sell their farms. Others wish to go into lumbering business and have nothing to do with farming.

NOVA SCOTIA.

ANTIGONISH.

Few or no farms for sale in this county—occasionally one changes hands but bought up by a neighbor. Size of farms varies from 100 to 200 acres with from 50 to 70 cleared. Value of improvements \$500 and upwards on a farm of 100 acres. Character of soil generally very fertile and varies in kind from clay to clayey loam, sandy loam and rocky. Leading products and yield per acre are:—Wheat 20 bushels; oats 30 bushels; barley 25; peas 40; hay 2½ tons. Facilities for stock raising good and excellent stock is raised.

Water supply is abundant and good.

Fuel abundant; also lumber at from prices ranging from \$7 to \$16 per M. according to kind.

Facilities in markets, schools and churches excellent.

Ordinary taxes \$1 to \$8 on a farm of 100 acres—a small railway tax, terminable in two years.

Not much demand for imported labor.

Laborers get from \$12 to \$18 per month, with board, in summer. Female servants get from \$4 to \$6 per month in summer and \$3 to \$4 in winter.

No demand for mechanics beyond local supply.

COLCHESTER.

A few farms for sale in this county. Size of farms not exceeding 100 acres on the average, quantity cleared one-half to three-quarters. Price per acre \$2 to \$4 for uplands; \$8 to \$10 for lowlands with intervals. Value of improvements \$800 to \$4,000. Character of soil clay loam and sandy loam. Leading products and yield per acre:—wheat 20 bushels; oats 30; barley 25; peas 40; turnips 500; hay 2 tons, marsh lands heavier. Chances for stock raising excellent; no better stock raised in Canada.

CUMBERLAND.

A few farms for sale in this county, at prices ranging from \$10 to \$40 per acre. Average size of farms, 100 acres, with one-quarter to one-half cleared. Improvements worth from \$500 to \$1,500. Little unimproved land of value. Soil, a sandy loam, with intervals of good clay and gravel soil. Chief products—wheat, 16 to 20 bushels per acre; barley, 25 to 30; oats, 30 to 40; turnips, 500; hay, one and a-half to two tons; other roots and grains are profitably grown. Facilities for stock-raising fairly good. Water good and plentiful. Fuel and lumber plenty for ordinary purposes. Conveniences as regards markets, schools, churches, railways, &c., fair. Taxes usually amount to about \$6 per annum on a farm of ordinary size. Slight demand for farm servants. Good men get \$14 to \$20 per month in summer months, and \$10 to \$18 in winter, with board. No particular demand for mechanics.

CAPE BRETON.

Several farms are being offered for sale in this county at prices ranging from \$1 to \$10 per acre. Usual size of farms, 100 acres, with one-third cleared. Value of improvements very variable. Unimproved lands for sale cheap. The soil is stony, but strong and productive, and on the whole of fair quality. Chief products are—potatoes and roots generally, grain, hay, butter, live stock, fish, timber, &c. Some of the yields are as follows:—Wheat, not always certain, 10 to 30 bushels per acre; barley, 20 or 30; oats, 30 to 40; hay, three to four tons, &c. Facilities for stock-raising good. Splendid water supply. Coal is the staple here for fuel, and costs from 50 cts. to \$2 per ton, according to quality and kind. Wood \$2 and \$2.50 per cord. Sufficient supply of lumber at \$8 and upwards. Excellent markets, and good conveniences as respects schools and churches; no railways yet. Taxes range from \$5 to \$20 on an ordinary sized farm. No special demand for farm servants. Male farm laborers receive from \$12 to \$20 per month in summer, and less in winter, or \$100 to \$120 for the year. Female servants, \$3 to \$7 per month, with board. Miners get about \$1.50 per day, without board, for about ten months in the year. Mechanics not in special demand, though there is a slight demand for carpenters, wheelwrights, builders, &c. This is one of the great coal districts of Nova Scotia. Iron is also found in the county.

HANTS.

A few farms for sale in this county at prices for cleared uplands of \$10 to \$20 per acre, and for dyked marsh lands from \$100 to \$120 per acre. Average size of farm about 100 acres, nearly all cleared. Improvements of considerable value. Soil

loamy and fertile. Chief products are hay, potatoes, oats, wheat, buckwheat, barley, turnips and vegetables generally, fruits, etc. Following are some of the average yields per acre:—Wheat, 16 to 20 bushels; oats, 25 to 40; potatoes, 150 to 300; hay, 1 to 2 tons; root yield abundantly. Chances for stock raising good. Fuel supply abundant; wood, \$1.50 to \$3 per cord; coal, \$3.50 per ton; lumber, \$8 to \$20 per M, according to kind. Much of the produce of the country goes to the United States for a market. Market, school, church and other conveniences good. Taxes light, about \$8 per year on the average on an ordinary farm. A limited demand for farm laborers. Males get \$14 to \$20 in summer, with board; in winter \$10 to \$12; females about \$5 per month the year round. No particular demand for mechanics, except for ship carpenters, joiners, etc., for which there is some call.

INVERNESS.

A considerable number of farms in this county are open to purchase, at prices ranging from \$2 to \$25. Usual size of farm 100 acres, $\frac{1}{4}$ to $\frac{1}{2}$ cleared. Improvements of moderate value. Unimproved lands from \$1 per acre up, according to quality of soil and wood. Soil is partly loam, sand and clay, interspersed with alluvial, and somewhat stony in places. Chief products are wheat, oats, barley, potatoes and vegetables generally, hay, etc. Some of the yield are as follows:—Wheat, 10 to 25 bushels per acre; barley 10 to 30; oats, 30 to 40; buckwheat, 30; hay, 2 to 3 tons; turnips, 100 to 200 bushels. Good pasture and other facilities for stock raising. Abundance of good water. Plenty of fuel and lumber. Wood \$2 to \$2.50 per cord; coal, \$2.50; lumber, from \$7.50 upwards. Very conveniently situated as regards markets, schools, churches, etc., but no railways. Taxes on an ordinary farm from \$3 to \$10 per year. No special demand for laborers. Male laborers receive in summer \$10 to \$28 per month; in winter \$8 to 15; females, \$2 to \$5, with board. No demand for mechanics.

PICTOU.

A few farms for sale in this county, at prices ranging from \$6 to \$20 per acre. Usual size of farms 100 acres, with one-half to three-fourths cleared. Improvements vary in value from \$500 to \$2,500. Very little unimproved land in the county, except bush land in connection with farms. Soil chiefly clay, with a percentage of sand. The chief products are hay, roots and grain, the following being some of the yields:—wheat 12 to 25 bushels per acre, rather variable; barley 20 to 35; oats 25 to 50; turnips 200 to 300; hay 2 to 3 tons. Good facilities for stock raising, and water supply good and plentiful. Coal is mostly used for fuel, wood for that purpose becoming scarce. Coal costs from \$1 to \$2.50 per ton. Lumber in good supply at from \$8 per M. upwards. Good conveniences as respects markets, schools, churches, railways, &c. Taxes on an ordinary farm range from \$10 to \$26 per year, with small railway bonus tax in addition. A limited demand for farm servants. Males receive in summer from \$12 to \$22 per month; in winter \$8 to \$12, or \$150 to \$180 for the entire year. Females \$4 to \$7 per month for the year. Well supplied with mechanics.

QUEEN'S.

Very few farms offering in this county. Usual size of farms 100 acres. Soil fair, but rocky. Unimproved land sells for about \$2 per acre. The chief products are potatoes, turnips, apples, hay, oats, barley, wheat, &c. Wheat yields 20 to 30 bushels per acre; barley about the same; peas and oats about the same; turnips about 200; potatoes 100 to 150; hay 2 tons. Splendid facilities for stock raising. Water splendid and abundant. Sufficient supply of fuel: wood about \$2 per cord; coal about \$5. Lumber in good supply from \$5.50 upwards. Fair market facilities, good conveniences as regards schools and churches, railway now under construction in vicinity. Taxes on ordinary farm about \$12 or thereabouts. Small demand for

male laborers, with a knowledge of lumbering as well as farming. Wages \$16 to \$20 with board in summer months, or \$12 to \$15 in winter. Without board about \$26 per month is sometimes given. No demand for mechanics.

RICHMOND.

Only one reply was received from this county, from the township of Hawkesbury, which says there are few farms for sale. Prices range from \$4 to \$8 per acre. Usual size of farms 100 acres, with one-fifth to one-third cleared. Work done in very primitive style; farms could be worked to yield four-fold. Soil generally good. The chief products are hay, oats, barley, wheat, buckwheat, potatoes and vegetables. Wheat yields about 12 bushels per acre, oats 25, barley, 20; hay, 1½ tons. Winter rather long for stock raising. Water supply good and plentiful. Wood in sufficient supply for all purposes. Schools, churches, &c., convenient; markets will bear improvement. Taxes about \$1.10 per \$100 of assessment. No demand for laborers. Farmers pay from \$3 to \$10 per month by the year; in summer from \$12 to \$15 with board. No demand for mechanics.

SHELburne.

A number of farms for sale in this county at prices of from \$10 to \$20 per acre. Usual size of farms 100 acres with from 20 to 40 acres cleared. Unimproved land for sale cheap. Soil good, sandy and loamy. Chief products are potatoes, turnips, roots generally, beans, oats, barley, wheat, hay, &c. Some of the yields per acre may be given:—Wheat 25 to 40 bushels; barley, 25, oats, 30; hay, 1 to 3 tons. Facilities for stock raising good. No lack of good water. Plentiful supply of wood for fuel. Wood per cord \$1.50 to \$3, according to quality for burning. Lumber in good supply at from \$6 to \$20 per 1,000 feet. Coal, \$4 per ton. Good markets, churches and schools, but no railways yet. Taxes on ordinary farms amount to \$5 to \$12. Moderate demand for laborers. \$20 to \$40 per month is paid in summer, and less in winter. Girls get about \$4 per month, with board, the year round. Mr. Wm. B. Smith, the Warden of the county, writes that the county is more a fishing than a farming district, and Germans and those acquainted in that branch of business find ready employment and generally succeed in their undertaking and soon erect for themselves snug, comfortable homes, and make the best farmers.

VICTORIA.

Not many farms for sale in this county, prices running from \$6 to \$10 per acre. Usual size of farms, 100 to 200 acres, with 50 or 60 cleared. Value of improvements, \$800 to \$1,000; no lands without some improvements. Soil, on the average fair. Chief products are hay, oats, barley and potatoes. Wheat yields about 18 bushels per acre; barley about the same—both wheat and barley rather uncertain; oats, 12 to 25; hay, 2 to 3 tons per acre. No good facilities for stock raising; water supply good and abundant; fuel and lumber plenty, coal being chiefly used for fuel, and costing about \$2 per ton. Fair market, church and school facilities; railways much needed; taxes are light; no call for influx of laborers. Males get from \$6 to \$14 per month, with board, and females \$4 to \$5. No additional mechanics required.

YARMOUTH.

Only one reply is received from this county, from the township of Yarmouth, from which the following information is gleaned:—There are a few farms offering, of about 65 acres each, worth about \$1,000 to \$1,200. About one-half of them is cleared. Soil is described as good. The chief products are hay, wheat, barley, oats, potatoes and other vegetables. Wheat does well some years; barley, oats and peas yield well; turnips and hay also give good yields. Facilities for stock raising good; water supply excellent; cordwood about \$3.50 to \$4 per cord; coal about \$7 per ton. Market, church, school and railway conveniences good. Average taxes about \$6,

with a few dollars additional towards railway bonus. Slight demand for laborers. Males receive \$25 to \$30 per month in summer, with board; females, \$4 to \$8 per month; fishermen get about \$35 per month, with board. No demand for mechanics, unless it might be for carpenters. Probably a few immigrants might do well in this county.

PRINCE EDWARD ISLAND.

KINGS.

A considerable number of farms are open for sale in this county, at prices running from \$6 to \$30 per acre. Usual size of farms, 100 acres, with one quarter to two-thirds cleared. Improvements of a very fair description as a rule. Unimproved lands for sale at \$1 to \$10 per acre, according to quality and location. The principal products are potatoes and all kinds of vegetables, wheat, buckwheat, barley, hay, pork and live stock. Some of the yields are as follows:—Wheat, 10 to 20 bushels per acre; arley, 20 to 30; oats, 20 to 40, an important crop; potatoes 200 to 300, also an important crop; hay, 1½ to 2½ tons, &c. Very favorable condition for stock raising, to which increasing attention is being paid. Fair supply of wood for fuel, costing \$1.50 to \$2 per cord; coal easily procurable and costing \$2.50 to \$4 per ton; lumber somewhat scarce and selling at from \$8 per 1,000 feet upwards. Very good facilities as regards schools, churches, markets, &c. Taxes extremely light, seldom in excess of \$4 on ordinary 100 acre farm. Fair demand for laborers; males receive \$10 to \$20 per month in summer, with board; in winter, \$6 to \$14; female domestics receive \$3 to \$8 per month. Fairly well supplied already with mechanics. The Island is a very cheap and desirable locality to live in, but feels the want of frequent and rapid steam communication with the Dominion mainland.

BRUCE (P.E.I.)

Quite a number of farms are for sale in this county, at prices from \$10 to \$20 per acre. Average size of farms, 100 acres, with twenty to fifty cleared. Improvements of a medium order generally. Unimproved land from 80 cts. to \$10, according to location and quality. Soil of variable quality, but generally good. Principal products are grain, hay, potatoes, and other vegetables. Wheat yields 8 to 20 bushels per acre; barley, 20 to 40; oats, 20 to 35; turnips, 200 to 700 per acre; hay, two to three tons. Chances for stock-raising fair. Water supply excellent and plentiful. Limited supply of wood for fuel, at \$1 to \$4 per cord; coal, \$2.50 to \$4.50 per ton. Lumber, \$10 to \$20 per 1,000 feet. Excellent conveniences as regards markets, schools, churches, railways, &c. Taxes extremely light, seldom exceeding \$3 on an average farm. Not much demand for laborers. Summer wages for males are \$10 to \$30 per month, with board; in winter \$5 to \$20, or, by the year, about \$8. Females get from \$3 to \$5 per month. Well supplied already with mechanics.

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98. <i>Ile aux Noix Barracks</i> :—Reports upon the present condition of the old Barracks, &c., on the Ile aux Noix and in the Town of St. John's, P.Q.	By Order 309	—
99. <i>Immigrant Agents</i> :—Return giving number and names of Immigrant Agents (other than those on regular list) or other persons employed by Government and sent to Europe during years 1881 and 1882. (<i>Printed, 403.</i>) (<i>S. Papers, No. 93b.</i>)	By Order 64	350
<i>Immigration</i> : 100. Correspondence with Government of British Columbia respecting immigration to that Province; also, correspondence on question of Chinese immigration. (<i>Printed, 356.</i>) (<i>S. Papers, No. 93a.</i>)	By Address 54	279

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE- SENTED.
<i>Immigration—Continued.</i>		
101. Statement showing number of persons entering and leaving Manitoba by rail during 1882. Also, correspondence on which is based the estimate of the number of immigrants who have settled in each of the Provinces during the year 1882.	By Address 147	—
102. Correspondence in reference to the immigration of Jewish Refugees from Russia. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 93c.</i>)	By Order 211	384
103. Correspondence with Government of British Columbia on subject of Immigration into that Province. (<i>Printed, 356.</i>) (<i>S. Papers, No. 93.</i>)	By Address 247	262
104. <i>Imports and Exports</i> :—Statement showing imports and exports from 1st July, 1882, to 1st January, 1883. (<i>Not to be printed, 357.</i>) (<i>S. Papers, No. 92.</i>)	By Order 54	263
<i>Indians :</i>		
105. Annual Report of the Department of Indian Affairs for 1882. (<i>S. Papers, No. 5</i>)	By Com. of H.E.	30
106. Report made by Commission of enquiry on condition of Manitoba Indian Agency under J. A. N. Provencher. (<i>Not printed.</i>) (<i>S. Papers, No. 123.</i>)	By Order 277	412
107. <i>Indian Lands</i> :—Orders in Council, &c., relative to the granting of licenses to cut timber on Indian lands in Ontario since 1875.	By Address 147	—
108. <i>Inland Revenue</i> :—Reports, Returns and Statistics for 1881-82. (<i>S. Papers, No. 4.</i>)	By Com. of H.E.	30
<i>Insurance :</i>		
109. Abstract of statements of Fire and Marine Insurance Companies in Canada for 1882. (<i>S. Papers, No. 12a.</i>)	By Act	215
110. Abstract of Life Insurance in Canada for year 1882. (<i>S. Papers, No. 12b.</i>)	—	310
111. Statement of total amounts of premiums of insurance against fire collected, and of losses paid, during the years 1880, 1881, 1882, in Montreal, Quebec, Toronto, Hamilton, Ottawa, Halifax and St. John, N.B., by the several Insurance Companies authorized to do business in this country. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 12c.</i>)	By Order 309	351
112. <i>Interior, Department of</i> :—Report of the Minister for 1881-82. (<i>S. Papers, No. 23.</i>)	By Com. of H.E.	157

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE-SENTED.
<i>Intoxicating Liquors :</i>		
113. Copies of judgment in the case of Russell and the Queen and judgment raising the question of the right of a Provincial Legislature to pass laws affecting the number and character of persons licensed to sell intoxicating liquors. (<i>Printed, 243.</i>) (<i>S. Papers, No. 80.</i>)	By Address 51	195
114. Statement showing quantities of the different kinds of liquors imported into and taken for consumption in Canada from 1868, and the quantities manufactured in Canada. (<i>Printed, 193.</i>) (<i>S. Papers, No. 59.</i>)	By Order 59	156
115. Copies of correspondence with any licensed victuallers and of Petitions presented by any such persons on the subject of Legislation affecting the sale of Liquors. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 61.</i>)	By Order 59	158
116. Petitions from Province of Quebec on subject of proposed Legislation as to Sale of Intoxicating Liquors. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 59a.</i>)	By Order 117	205
117. Despatches on subject of Canadian and Provincial Laws as to the imposition of restrictions on the sale of Intoxicating Drinks. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 59b.</i>)	By Address 167	205
118. Return of all Certificates granted for Liquor under Canada Temperance Act of 1878, by the Physicians of the County of Halton, Ont.	By Order 247	—
<i>Judges :</i>		
119. Correspondence with Government of New Brunswick in relation to the creation of a New County Court, and the appointment of a Judge thereto. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 67.</i>)	By Address 1st May, 1882.	172
120. Correspondence with County Court Judges respecting Resolution submitted to House during last Session, on subject of proposed increase of salary of such Judges. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 67b.</i>)	By Order 1st March 1882.	205

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE-SENTED.
121. <i>Justice, Administration of</i> :—Correspondence since 1st July, 1867 with the Governments of the several Provinces of the Dominion respecting their claims for the repayment of sums expended by them on account of the Dominion for the Administration of Justice, that is for the arrest, trial, &c., of persons guilty of violating the Criminal Law. (<i>Printed, 403.</i>) (<i>S. Papers, No. 119.</i>)	By Address 133	376
122. <i>Labour, Laws regulating</i> :—Report of A. N. Blackeby, Commissioner appointed to enquire and report respecting the laws regulating Labour in the State of Massachusetts. (<i>Printed, 78.</i>) (<i>S. Papers, No. 16.</i>)	—	71
123. <i>La Cloche Island</i> :—Correspondence with the Government of Ontario, as to the sale of La Cloche Island, near Georgian Bay, &c.	By Address 212	—
124. <i>Land Improvement Fund</i> :—Correspondence with Governments of Ontario and Quebec from 1st June, 1882, relating to the Land Improvement Fund, and all unsettled accounts with the said Provinces. (<i>Not to be printed, 79.</i>) (<i>S. Papers, No. 20.</i>)	By Address 32	40
<i>Lands:</i>		
125. *Copies of applications for sales or leases of Coal Lands in the North-West and of Correspondence in relation thereto, &c. (<i>Printed, 356.</i>) (<i>S. Papers, No. 36b.</i>)	By Order 37	250
126. Copies of documents in relation to granting by Imperial Government to Dominion, and by latter to Provincial Government, of various lands, and especially of Frontenac Terrace in City of Quebec. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 113.</i>)	By Address 44	364
127. Number of applications, &c., for Land for Colonization under Plans Nos. 1 and 2 of Land Regulations of 23rd December, 1881. (<i>Printed, 243.</i>) (<i>S. Papers, No. 84.</i>)	By Order 44	216
128. Similar Return under Plan No. 1 of same Regulations, where conditions have been complied with and grants made or applications agreed to, &c.	By Order 44	—
129. Similar Return where conditions of payment have not been met, and where an extension of time has been granted, &c.	By Order 45	—
130. Copies of Regulations issued by Department of Interior concerning management or sale of Agricultural, Mineral, Timber and Pasture Lands, and Town Sites, since 23rd December, 1881.	By Order 45	—

ACCOUNTS AND PAPERS— <i>Continued.</i>	ORDERED.	PRE-SENTED.
<i>Lands—Continued.</i>		
131. Return of number of acres of public lands surveyed in Keewatin, Manitoba and N. W. Territories, during year 1882; also, a Return of number of acres previously surveyed.	By Order 45	—
132. Return of total number of acres of Public Land sold during year 1882.	By Order 45	—
133. Return of every form of patent arrangement or agreement with Companies in regard to Colonization Grants, &c. (<i>Printed, 403.</i>) (<i>S. Papers, No. 117.</i>)	By Order 45	376
134. Statement of amount of money received from sales of Dominion Lands in Manitoba and North-West Territories during year 1882.	By Order 55	—
135. Communications on the subject of the simplification of the system of transfer of lands of the North-West.	By Order 59	—
136. Copies of Orders in Council setting apart lands to be granted to the Qu'Appelle Valley Farming Company; correspondence as to the removal of settlers from said lands, &c.	By Address 64	—
137. Correspondence relating to claims of inhabitants of Prince Albert, N.W. Territories, in respect to the lands they occupy.	By Order 89	—
138. Regulations for disposal of Coal Lands approved on 2nd March, 1883, substituted for those of 17th Dec., 1881. (<i>Printed, 145.</i>) (<i>S. Papers, No. 36a.</i>)	—	94
139. Orders in Council and correspondence as to the withdrawal from homestead and pre-emption of all lands south of the main line of the Canadian Pacific Railway.	By Address 190	—
140. Correspondence with reference to claim of Roderick McLennan to Sec. 31, Twosp. 21, Range 27 West, N.W. Territory.	By Order 247	—
141. Correspondence respecting a grant of land to the City of Winnipeg for Exhibition purposes.	By Address 309	—
142. Correspondence in reference to a grant or lease of the land at Fort Osborne to the City of Winnipeg for Park purposes.	By Order 309	—
143. <i>Library of Parliament</i> :— Report of Librarian. (<i>Printed, 78.</i>) (<i>S. Papers, No. 15.</i>)	By Act	15

ACCOUNTS AND PAPERS—*Continued.*

	ORDERED.	PRE-SENTED.
144. <i>Life Saving Stations</i> :—Correspondence, Reports, &c., relative to establishment of Life Saving Stations on Lake Ontario and other waters. (<i>Not to be printed</i> , 404.) (<i>S. Papers</i> , No. 112.)	By Order 85	351
145. <i>Lithographing</i> :—Correspondence in reference to any contract for lithographing entered into with S. B. Burland & Co., of Montreal, and showing what offers have been made by other parties for similar work.	By Order 199	—
146. <i>Lord's Day</i> :—Return showing number of petitions presented to the House for such Legislation as will secure a better observance of the Lord's Day, as regards the running of railway trains.	By Order 277	354
147. <i>Lumber</i> :—Correspondence relative to abolition of duties on lumber imported into Manitoba; also, quantity of lumber imported into that Province during the years 1880, 1881 and 1882.	By Order 69	—
<i>Manitoba:</i>		
148. Correspondence, &c., in reference to subsidies or grants for the Province of Manitoba. (<i>Printed</i> , 403.) (<i>S. Papers</i> , No. 108.)	By Address 190	328
149. Return showing the metes and bounds of each of the Electoral Divisions in Manitoba, as represented in the House of Commons, &c.	By Order 213	—
150. Correspondence with parties claiming lot 133, Government survey in the Parish of St. Agathe. (<i>Not to be printed</i> , 358.) (<i>S. Papers</i> , No. 107.)	—	Senate
<i>Maritime Court:</i>		
151. Correspondence respecting the rules, practice and procedure of the Maritime Court of the Province of Ontario, and the simplification thereof. (<i>Not printed</i> .) (<i>S. Papers</i> , No. 68a.)	By Address 75	386
152. Return showing number of cases disposed of by the Judges of the Maritime Court since its creation until 1st July, 1882. (<i>Not to be printed</i> , 194.) (<i>S. Papers</i> , No. 68.)	By Order 20th Feb., 1882	172
<i>Militia:</i>		
153. Report of Minister of Militia, for year 1882. (<i>S. Papers</i> , No. 9.)	By Com. of H.E.	30
154. Statement of number of Veterans of 1812 now surviving; number who have died since 1875, &c. (<i>Not to be printed</i> , 79.) (<i>S. Papers</i> , No. 31.)	By Order 32	60

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE-SENTED.
<i>Militia</i> —Continued.		
155. Statement of names and residence of Militia men of 1812 who received their pensions during year 1881-82. (<i>Not to be printed, 145.</i>) (<i>S. Papers, No. 31a.</i>)	By Order 46	100
156. Advertisements and tenders for re-building Drill Shed in St. Thomas, Ont.	By Order 89	—
157. Copy of contract for building of Drill Shed at Iona, Ont. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 50.</i>)	By Order 89	147
158. Correspondence with respect to new guns for the Richmond Field Battery. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 31c.</i>)	By Order 116	204
159. Tenders, contracts, &c., in connection with the purchase of blankets for the Militia during the Recess. (<i>Not printed.</i>) (<i>S. Papers, No. 31b.</i>)	By Order 123	195
160. Return showing name, salary, &c., of each officer and employé in each Military District.	By Order 212	—
161. Return of officers, non-commissioned officers and men who have received instruction in "A" and "B" Batteries in each year. (<i>Printed, 402.</i>) (<i>S. Papers, No. 31e.</i>)	By Order 212	299
162. Copies of tenders to be done in earth, wood, &c., at Camp at Berthier in 1882. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 31f.</i>)	—	Senate.
163. <i>Miller, J. A.</i> :—Correspondence with Mr. J. A. Miller relative to his becoming Justice of Court of Queen's Bench, Manitoba. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 53.</i>)	By Order 49	158
164. <i>Mingan, Seignior</i> y of:—Correspondence respecting the rights of property in the Seignior'y of Mingan, and in the fisheries along its front.	By Address 213	—
165. <i>New Brunswick</i> :—Return of moneys advanced to the Government of New Brunswick on account of subsidy since 1st January, 1882.	By Order 211	—
166. " <i>Newfield</i> ," Steamer:—Correspondence respecting the employment of the Steamer "Newfield" in aiding the wrecked steamer "Moravian." (<i>Not to be printed, 358.</i>) (<i>S. Papers, No. 101.</i>)	By Order 150	290

	ORDERED.	PRE-SENTED.
ACCOUNTS AND PAPERS—Continued.		
167. <i>North Cape and East Point Lighthouses</i> :—Correspondence relating to the erection of Signal Stations at the Lighthouses at North Cape and East Point, P. E. Island, &c.	By Order 308	—
168. <i>O'Connor, Hon. John</i> :—Statement of any sums of money paid to the Hon. John O'Connor since his retirement from office. (<i>Not to be printed, 244.</i>) (<i>S. Papers, No. 85.</i>)	By Address 48	216
<i>Ordnance Lands :</i>		
169. Statement of receipts arising from sale or leasing of Ordnance Lands or Naval Reserves from 1st July, 1856. (<i>Not to be printed, 244.</i>) (<i>S. Papers, No. 82.</i>)	By Order 44	205
170. Supplementary Return on same subject. (<i>Printed, 403.</i>) (<i>S. Papers, No. 82a.</i>)	—	377
<i>Penitentiaries :</i>		
171. Report of Minister of Justice thereon for year 1881-82. (<i>S. Papers, No. 29.</i>)	By com. of H.E.	124
172. Supplementary Return, of the expenditure of the British Columbia Penitentiary for year 1881-82. (<i>Not to be printed, 145.</i>) (<i>S. Papers, No. 29a.</i>)	—	129
173. <i>Pilots</i> :—Correspondence with the Pilotage Authorities of British Columbia on the subject of Pilots and Pilotage. (<i>Printed, 403.</i>) (<i>S. Papers, No. 111.</i>)	By Order 117	351
174. <i>Police, Dominion</i> :—Statement of Expenditure of the Dominion Police, during year 1882. (<i>Not to be printed, 79.</i>) (<i>S. Papers, No. 18.</i>)	By Act	34
175. <i>Portage Island</i> :—Correspondence with the British Government in reference to the transfer of Portage Island, at the entrance to the Miramichi River, to the Government of Canada. (<i>Printed, 356.</i>) (<i>S. Papers, No. 96.</i>)	By Address 133	274
<i>Post Office :</i>		
176. Report of Postmaster General for year 1881-82. (<i>S. Papers, No. 3.</i>)	By com. of H. E.	81
177. Correspondence, &c., respecting the appointment of a Postmaster at Stottville, P.Q.	By Address 36	—
178. Correspondence relating to the change of Mail route between Antigonish and Guysborough, N.S.	By Order 55	—
179. Copies of Contracts for the carrying of the mails by steamer during winter season, between South Shore of the St. Lawrence and Murray Bay.	By Order 64	—

ACCOUNTS AND PAPERS— <i>Continued.</i>	ORDERED.	PRE-SENTED.
<i>Post Office—Continued.</i>		
180. Correspondence relating to the change of Mail Service between Durham and Walkerton.	By Order 64	—
181. Orders in Council, &c., in relation to the change of Mail carriage since 1st September, 1882, from railway to horse carriage, in Prince Edward County.	By Address 132	—
182. Correspondence relating to Mail Service between Barkerville and Forkes of Quesnelle, British Columbia, since 1878.	By Order 150	—
183. Reports, &c., relating to any complaint or charge against S. G. Burpee, Postmaster, at Florenceville, N.B.	By Order 191	—
184. Copies of complaint brought against the Postmaster of L'Avenir, County of Drummond, during year 1882.	By Order 277	—
185. Correspondence relating to mail service between Canada and United Kingdom, or to freight rates charged on mail steamers. (<i>Printed, 145.</i>) (<i>S. Papers, No. 39.</i>)	—	Senate.
186. Supplementary Return on same subject. (<i>Printed, 193.</i>) (<i>S. Papers, No. 39a.</i>)	—	Senate.
<i>Prince Edward Island :</i>		
187. Contracts made since last Session for conveyance of mails to and from P. E. Island : also correspondence relating to steam communication between the Island and the Mainland, while navigation remains open, and to the winter crossing between Cape Traverse and Tormentine. Return of Trips made by <i>Northern Light</i> during winter of 1881-82 ; and correspondence respecting the Railway from Cape Traverse to the main line of the Prince Edward Island Railway.	By Order 38	—
188. Correspondence and all other documents relating to any claim made by the Government of P. E. Island for a refund of their expenditure upon Public Wharves and Piers, and also in connection with the maintenance of short term prisoners in that Province since its admission to the Union. (<i>Printed, 403.</i>) (<i>S. Papers, No. 46c.</i>)	By Address 122	274
189. Supplementary Return on same subject. (<i>Printed, 403</i>) (<i>S. Papers, No. 46d.</i>)	—	376

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE-SENTED.
<i>Prisoners, conveyance of :</i>		
190. Correspondence referring to the appointment of Dominion Bailiffs to convey prisoners from County Gaols to Penitentiaries. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 62.</i>)	By Address 89	158
191. Supplementary Return on same subject. (<i>Not to be printed, 243</i>) (<i>S. Papers, No. 62a.</i>)	—	216
192. Statement showing cost <i>per capita</i> of conveying prisoners from County Gaols to Penitentiaries in 1880-81 and 1881-82.	By Order 89	—
<i>Public Accounts :</i>		
193. Public Accounts for 1881-82. <i>Referred, 53.</i> (<i>S. Papers, No. 1.</i>)	By com. of H. E.	28
194. Copies of Orders in Council affecting certain items in the Public Accounts for the years 1881-82. <i>Referred, 96.</i> (<i>Not to be printed, 357.</i>) (<i>S. Papers, No. 41.</i>)	By Address 90	95
195. <i>Public Debt Account</i> :—Statement shewing the amounts charged in the Public Debt Account of the Dominion of Canada, which were expended on Railways, Canals and Navigation securities, in British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia proper, and the Island of Cape Breton, up to the 1st of July, 1882. (<i>Printed, 357, 403.</i>) (<i>S. Papers, No. 109.</i>)	By Order 172	328
<i>Public Works :</i>		
196. Report of Minister of Public Works for 1881-82. (<i>S. Papers, No. 10.</i>)	By com. of H.E.	30
197. Statement of expenditure during 1882-83 on telegrams charged to various works in the Department of Public Works. (<i>Not printed.</i>) (<i>S. Papers, No. 124.</i>)	By Order 64	412
198. Statement from 1st July, 1880, as to persons employed in any of the Departments whose remuneration is charged to Public Works in connection with which they are employed.	By Order 64	—
199. Statement for fiscal years 1873-4 to 1878-9, as to persons employed in any of the Departments whose remuneration was charged to Public Works in connection with which they were employed.	By Order 83	—
200. General Report of Minister of Public Works from 30th June, 1867, to 1st July, 1882. (<i>S. Papers, No. 10a.</i>)	By com. of H.E.	358

ACCOUNTS AND PAPERS—*Continued.*

	ORDERED.	PRE-SENTED.
201. <i>Quaco Lighthouse</i> :—Tenders for rebuilding the Light-house at Quaco, N.B. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 57.</i>)	By Order 75	156
<i>Quebec, Province of:</i>		
202. Copy of any representation by the Legislature of Que- bec on the subject of an increase of the Provincial Subsidy. (<i>Printed, 356.</i>) (<i>S. Papers, No. 94.</i>)	By Address 248	270
203. Correspondence from Government of Quebec asking for better terms. (<i>Printed, 403.</i>) (<i>S. Papers No. 108a.</i>)	—	Senate
<i>Railways:</i>		
204. Report of Minister of Railways for 1831-82. (<i>S. Papers, No. 8.</i>)	By com. of H.E.	57
205. Reports, Railway Statistics, &c., of Dominion Railways for 1882. (<i>S. Papers, No. 8a.</i>)	By Act	236
<i>Canadian Pacific Railway:</i>		
206. Reports, &c., relating to the allowances proposed to be paid to Canadian manufacturers of certain goods required by the Canadian Pacific Railway Co.	By Address 37	—
207. Statement of sums expended in connection with the Canadian Pacific Railway Commission, and Corre- spondence, &c., as to the printing of the evidence or Report. (<i>Printed, 193.</i>) (<i>S. Papers, No. 27g.</i>)	By Order 37	63
208. Report giving full information on all subjects affecting the Canadian Pacific Railway up to the latest date; Correspondence, Orders in Council, &c., relating to the affairs of the Company. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27.</i>)	By Resolu- tion, 20th Feb., 1882	51
209. Further Report on same subject; Papers in connection with substitution of Credit Valley Stock for \$1,000,000 deposit. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27a.</i>)	—	51
210. Report of Canadian Pacific Railway Co. in account with the Government of Canada, viz.: Rails ad- vance account; Land Grant Bond Account, &c. (<i>Not to be printed, 145.</i>) (<i>S. Papers, No. 27b.</i>)	—	51
211. Correspondence as to Canadian Pacific Land Grant Bonds. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27c.</i>)	—	51
212. Memorandum on progress of construction of the Canadian Pacific Railway, dated 21st Feb., 1883; also Map of the country to be traversed by the Rail- way. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27d.</i>)	—	52

ACCOUNTS AND PAPERS—*Continued.*

	ORDERED.	PRE-SENTED.
213. Map showing location of Canadian Pacific Railway so far as approved or constructed, its location so far as proposed but not yet approved, &c. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 27o.</i>)	By Order 54	329
214. Further Report giving full information respecting the Canadian Pacific Railway; also a Plan showing lands for expropriations of the Canadian Pacific Railway, for Railway and Terminal purposes from Prince Arthur's Landing to Current River. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27e.</i>)	By Resolu- tion, 20th Feb., 1882	57
215. Communications of Canadian Pacific Railway on the subject of the allotment and conveyance of lands as they are earned under the contract between the Company and the Government. (<i>Printed, 144.</i>) (<i>S. Papers, No. 27f.</i>)	—	60
216. Map showing Canadian Pacific Railway as located for construction between Callander and Algoma Mills. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 27h.</i>)	—	63
217. Copies of Official Memorandum of Canadian Pacific Railway Company of Dec. 12, 1882, describing its position and prospects; of advertisements asking subscriptions to its increased capital stock; amount of subscribed stock before authorized to increase to \$100,000,000; statement of facts as to acquisition by Company of Canada Central, Q. M. O. & O., Credit Valley, and Ont. and Quebec Railways. Total sum expended by Company to 1st Feb., 1883. (<i>Printed, 355.</i>) (<i>S. Papers, No. 27n.</i>)	By Address 81	273
218. Articles of Agreement entered into with John McDonald, to construct six combined Passenger and Freight buildings on 42nd contract, Canadian Pacific Railway. (Contract No. 97.) (<i>Printed, 193.</i>) (<i>S. Papers, No. 27i.</i>)	By Act	84
219. Articles of Agreement with Colin Nichol Black for the supply of 30,000 Tamarac Ties 8'—0 x 7" x 6" at 25 cents each, for the Canadian Pacific Railway. (Contract No. 98.) (<i>Printed, 193.</i>) (<i>S. Papers, No. 27i.</i>)	By Act	84
220. Articles of Agreement with Guest and Company for the supply of Steel Rails and Steel Fish Plates for the Canadian Pacific Railway. (Contract No. 96.) (<i>Printed, 193.</i>) (<i>S. Papers, No. 27i.</i>)	By Act	84

ACCOUNTS AND PAPERS—Continued.	ORDERED.	PRE-SENTED.
<i>Canadian Pacific Railway—Continued.</i>		
221. Articles of Agreement with Horton and Son for the supply of 72 tons of Iron Bolts and Nuts for the Canadian Pacific Railway. (Contract No. 94.) (Printed, 193.) (S. Papers, No. 27i.)	By Act	83
222. Articles of Agreement with Bayliss, Jones and Bayliss to supply Bolts, Nuts and Spikes for the Canadian Pacific Railway. (Contract No. 95.) (Printed, 193.) (S. Papers, No. 27i.)	By Act	84
223. Location, Eastern Section, Current Creek to Nipigon, Freight Tariff, Canadian Pacific Railway, Western Division. (Printed, 242.) (S. Papers, No. 27j.)	By Resolu- tion, 20th Feb., 1882.	187
224. Statement of total quantity of Land agreed to be sold by Canadian Pacific Railway Co., and total price agreed to be paid therefor, during each month up to 1st March, 1882. (Not to be printed, 243.) (S. Papers, No. 27k.)	By Order 15th March 1882.	195
225. Statement showing reduction made by change of mode of construction in Contracts A and B, Canadian Pacific Railway, and the amount involved by such change. (Not to be printed, 354, 404.) (S. Papers, No. 27p.)	By Order 199	328
226. Statement of duty paid by Canadian Pacific Railway Co., on articles imported by them up to the 28th February, 1883. (Not printed.) (S. Papers, No. 27m.)	By Order 212.	263
227. Communication from General Manager of Canadian Pacific Railway Co., respecting additional information concerning the line proposed to be adopted through the Rocky and Selkirk Mountains. (Printed, 355.) (S. Papers, No. 27l.)	By Resolu- tion, 20th Feb., 1882.	244
228. Total length of Canadian Pacific Railway and branches, constructed in Manitoba and entitled to land grant, and total number of acres given to the Company in the said Province.	By Order 277	—
229. Correspondence relating to any claim made by D. B. Woodworth and others for compensation for gravel taken from claimants for use on Pembina Branch of Canadian Pacific Railway.	By Order 311	—
230. Papers in relation to Sections 14 and 15 Canadian Pacific Railway, Joseph Whitehead, Contractor. (Not to be printed, 404.) (S. Papers, No. 27q.)	—	355

ACCOUNTS AND PAPERS—Continued.

	ORDERED.	PRE-SENTED.
<i>Grand Trunk Railway :</i>		
231. Correspondence with Grand Trunk Railway Co., with reference to the purchase by the Company, of shares or bonds of the Wellington Grey and Bruce, Hamilton and North-Western, St. Lawrence and Ottawa and North Shore Railways, &c. (<i>Not to be printed.</i> 243.) (<i>S. Papers, No. 76.</i>)	By Address 123	187
232. Return of all accidents and casualties which have occurred on the Grand Trunk Railway or any of its branches, &c. (<i>Not to be printed,</i> 244.) (<i>S. Papers, No. 76a.</i>)	By Address 123	187
233. Correspondence with the Grand Trunk Railway Company with reference to the sale or purchase of the Rivière du Loup Branch of the said Railway now owned by the Government. (<i>Printed,</i> 242.) (<i>S. Papers, No. 76b.</i>)	By Address 123	187
234. Supplementary Return on same subject. (<i>Printed,</i> 403.) (<i>S. Papers, No. 76c.</i>)	—	235
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236. Copies of Orders in Council, and of the Commission issued to certain persons in connection with claims on the Government, arising out of the construction of the Intercolonial Railway. (<i>Printed,</i> 145.) (<i>S. Papers, No. 40b.</i>)	By Address 37	121
237. Correspondence, &c., relative to the removal to Richmond, Halifax, of W. D. McCallum, Chief Train Despatcher at Truro. (<i>Not to be printed,</i> 194.) (<i>S. Papers, No. 40c.</i>)	By Order 45	149
238. Statement of Revenue and Working Expenses of Intercolonial Railway for six months of each year ending 31st December, 1880, 1881 and 1882. (<i>Printed,</i> 145.) (<i>S. Papers, No. 40a.</i>)	By Order 55	94
239. Return of Rolling Stock purchased for Intercolonial Railway during year 1882. (<i>Printed,</i> 145.) (<i>S. Papers, No. 40.</i>)	By Order 55	94
240. Return of Tenders submitted for construction of Freight Sheds and Warehouses at the Intercolonial Railway Depot at St. John, N.B. (<i>Not to be printed,</i> 194.) (<i>S. Papers, No. 40g.</i>)	By Order 75	170

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242. Return of casualties to trains on the Intercolonial Railway arising from collision, &c., where no injuries or loss of life occurred, from 1st March, 1882, to 1st March, 1883, (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 40d.</i>)	By Order 85	155
243. Correspondence respecting transfer of Branch Railway between Truro and Pictou, also, respecting Eastern Extension Railway matters in Nova Scotia. (<i>Printed, 356.</i>) (<i>S. Papers, No 40j.</i>)	By Address 86	235
244. Return showing amount paid for Rolling Stock purchased for Intercolonial Railway since 1st July, 1873. (<i>Printed, 242.</i>) (<i>S. Papers, No. 40i.</i>)	By Order 168	225
245. Return showing nature of Rolling Stock purchased for Intercolonial Railway as contained in the item of \$153,853.84, on page 233 of the Public Accounts of 1882. (<i>Printed, 193.</i>) (<i>S. Papers, No. 40f.</i>)	By Order 168	168
246. Copies of complaint made by Mr. Casgrain, Member for L'Islet, against Hubert Hébert, chief station master at Montmagny. (<i>Not to be printed, 244.</i>) (<i>S. Papers, No. 78.</i>)	By Order 168	198
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248. Papers in relation to H. S. C. Ketchum's claim for overcharge for the conveyance of rails, 1866-7-8, Intercolonial Railway. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 40l.</i>)	—	355
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250. Correspondence, &c., on the subject of the assumption by the Government of the payment of the amount granted by the Town of Pembroke to the Canada Central Railway. (<i>Printed, 193.</i>) (<i>S. Papers, No. 69.</i>)	By Address 122	172

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252. Statement showing names of Railway Companies which have applied to Dominion Parliament for subsidies since 1867. Companies which have received such subsidies. Original amount of mortgage held by Government on the Northern Railway of Canada, &c.	By Address 150	—
253. Correspondence in relation to the subsidy granted to the Lake St. John Railway Co. (<i>Not to be printed, 357.</i>) (<i>S. Papers, No. 90.</i>)	By Order 191	250
254. Return of accidents and casualties which have occurred on the several Railways in Canada, for the 3 years ending 31st December, 1882.	By Order 213	—
255. Papers respecting the granting of subsidies to certain Railways in Ontario, Quebec, Nova Scotia and New Brunswick. (<i>Printed.</i>) (<i>S. Papers, No. 121.</i>)	—	387
256. Papers respecting proposed further subsidy to Railway from Gravenhurst to Callander. (<i>Printed.</i>) (<i>S. Papers, No. 121.</i>)	—	395
257. <i>Rainy River</i> :—Return of permits granted to make timber, ties, &c., within the District of Rainy River and Lake of the Woods.	By Order 247	—
258. <i>Receipts and Expenditures</i> :—Return of Receipts and Expenditures chargeable to Consolidated Fund, from 1st July, 1882, to 1st July, 1883. (<i>Not to be printed, 79.</i>) (<i>S. Papers, No. 30.</i>)	By Order 54	60
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259. Correspondence since 1878 upon the question of Reciprocal Trade between Canada and the United States. (<i>Printed, 193.</i>) (<i>S. Papers, No. 55.</i>)	By Address 133	155
260. Correspondence respecting Reciprocal Trade between Brazil, West India Islands, Mexico and Canada, &c.	By Address 245	—
261. <i>Regina, N. W. T.</i> :—Copies of Orders in Council, locating the seat of Government of the North-West Territories, and headquarters of the Mounted Police at Regina, and directing the removal of the Lieutenant-Governor and other officials from Battleford to Regina, and of the Mounted Police from Fort Walsh to Regina, with Statement of expenses connected with such removal, &c.	By Address 133	—

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262. <i>Repatriation of Canadians</i> :—Statement showing sums expended since 1875 to secure the repatriation of Canadians who have emigrated to the United States.	By Order 276	—
<i>Rivière du Loup Wharf:</i>		
263. Correspondence in reference to the erection of semaphores on the Wharf at Rivière du Loup, and on the Brandy Pots. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 74.</i>)	By Address 90	187
264. Reports respecting the movements of ice at the Wharves at Rivière du Loup and Rivière Ouelle. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 75.</i>)	By Order 116	187
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265. Return of cadets who have graduated at the Royal Military College since its establishment; the number who have obtained commissions in the Imperial Army, &c. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 56.</i>)	By Order 143	155
266. Return of name, salary, &c., of each officer on the instruction staff of the Royal Military College; also Return respecting the officers of "A" and "B" Batteries. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 56a.</i>)	By Order 212	271
267. <i>Sailors</i> :—Correspondence respecting the application of divers sailors in the port of Quebec praying for release from confinement. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 72.</i>)	By Address 168	175
268. <i>Ste. Anne, Wharf at</i> :—Reports, &c., relative to construction of a Wharf at Ste. Anne, River Saguenay. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 46b.</i>)	By Order 89	274
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269. Correspondence with reference to the construction of an addition to the Pier of St. Jean Port Jolie. (<i>Not to be printed, 145.</i>) (<i>S. Papers, No. 46.</i>)	By Order 50	121
270. Further Return on same subject, furnishing memorandum closing said papers. (<i>Not to be printed, 357.</i>) (<i>S. Papers, No. 46a.</i>)	By Order 167	250
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271. Correspondence during year 1882, referring to the construction of a Railway Bridge over the St. John River at St. John, N.B. (<i>Printed, 145.</i>) (<i>S. Papers, No. 47.</i>)	By Order 60	121

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272. Telegram from Mayor of Halifax, accompanied with Memorial to Governor General, respecting proposed loan to the St. John Bridge and Railway Co. (<i>Printed</i> , 403.) (<i>S. Papers</i> , No. 47a.)	—	384
273. <i>St. John River</i> :—Correspondence since 1878, with Mr. F. A. Lyon, in reference to removal of obstructions from St. John River N.B. (<i>Not to be printed</i> , 405.) (<i>S. Papers</i> , No. 122.)	—	Senate
274. <i>St. Lawrence River, Improvement of</i> :—Correspondence respecting the deepening of Lake St. Peter and the Channels of the St. Lawrence and of the Canals; also respecting the assumption by the Government of the debt contracted by Montreal Harbour Commissioners for improvements in the River.	By Order 276	—
275. <i>Salt</i> :—Correspondence, &c., on the subject of duties on Salt. (<i>Not to be printed</i> , 194.) (<i>S. Papers</i> , No. 65.)	By Order 123	171
276. <i>Secretary of State</i> :—Report of Secretary of State for year 1882. (<i>S. Papers</i> , No. 11.)	By com. of H. E.	30
277. <i>Squatters</i> :—Correspondence relative to rights of settlers or squatters on Railway Reserve, Vancouver Island.	By Order 167	—
278. <i>Standard Meridian</i> :—Memorial to His Excellency from Royal Society of Canada relative to representation of Canada in International Conference to determine a Standard Meridian, now contemplated by Congress. (<i>Printed</i> , 193.) (<i>S. Papers</i> , No. 48.)	—	Senate
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279. Official Return of distribution of Dominion Statutes of Canada. (<i>Not to be printed</i> , 79.) (<i>S. Papers</i> , No. 28.)		
280. Statement of expenditures made in connection with the Commission to the Hon. James Cockburn to consolidate the Dominion Statutes; also copies of the Commission and of any Reports made by him. (<i>Printed</i> , 355.) (<i>S. Papers</i> , No. 17a.)	By Address 48	158
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283. <i>Steamers</i> : — Papers in relation to construction of Steamers for the Lake of the Woods and Rainy Lake. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 114.</i>)	—	354
284. <i>Stewart, John</i> :—Correspondence relating to the application of John Stewart, of Woodbridge, one of the volunteers of 1837-8, for assistance in recognition of his services during those years. (<i>Not to be printed, 243.</i>) (<i>S. Papers, No. 31d.</i>)	By Order 133	204
285. <i>Supreme Court</i> :—Statement of Supreme Court, that Schedule D, annexed to the rules of the Court be amended; and that an allowance shall be taxed by the Registrar to the duly entered agent in any Appeal, &c. (<i>Not to be printed, 194.</i>) (<i>S. Papers, No. 63.</i>)	—	162
286. <i>Thunder Bay</i> : — Memorandum respecting Thunder Bay and the River Kaministiquia. (<i>Printed.</i>) (<i>S. Papers, No. 27r.</i>)	—	411
287. <i>Timber Licenses</i> :—Return showing total number of timber licenses or permits applied for and granted or refused up to 1st February, 1883.	By Order 121	—
<i>Tobacco:</i>		
288. Number of licensed Tobacco Manufactories on 1st February, 1883, in which Canadian leaf is exclusively used; quantity of Canadian leaf used since 1880. (<i>Not to be printed, 145.</i>) (<i>S. Papers, No. 35.</i>)	By Order 63	79
289. Correspondence relating to the seizure of tobacco from the brig <i>Adeline</i> .	By Order 167	—
290. Documents relating to seizure of tobacco recently made on the premises of Mr. N. Bernatchez and other merchants of Montmagny. (<i>Not to be printed, 404.</i>) (<i>S. Papers, No. 35a.</i>)	By Order 168	198
291. <i>Trade and Navigation</i> : — Tables for 1881-82. (<i>S. Papers, No. 2.</i>)	By com. of H.E.	28

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292. <i>Troops, Imperial</i> :—Despatches, &c., on the subject of the withdrawal of the troops from Halifax. (<i>Not to be printed</i> , 357.) (<i>S. Papers, No. 88.</i>)	By Address 190	235
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293. Statement of Expenditure charged thereto under Orders in Council, from 1st July, 1882. <i>Referred</i> , 53. (<i>Printed</i> , 78.) (<i>S. Papers, No. 22.</i>)	By Act	40
294. Orders in Council affecting certain items in the Statements charged to Unforeseen Expenses referred to Public Accounts Committee on 23rd Feby., 1883. <i>Referred</i> . 96. (<i>Not to be printed</i> , 357.) (<i>S. Papers, No. 42.</i>)	By Address 91	96
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295. Correspondence relating to the disasters which have occurred to Canadian vessels on the Great Lakes and Georgian Bay during the past three years. (<i>Not to be printed</i> , 194.) (<i>S. Papers, No. 58.</i>)	By Order 24	156
296. Number of vessels registered in Province of Quebec and number sold and lost between 1st January, 1873, and 1st January, 1882. (<i>Not to be printed</i> , 194.) (<i>S. Papers, No. 58a.</i>)	By Order 9th March 1882	171
297. Return showing number, &c., of vessels in which sugar was imported, from 1st July, 1880, to 1st January, 1882. (<i>Not to be printed</i> , 357.) (<i>S. Papers, No. 58b.</i>)	By Order 27th Feby., 1882	263
298. <i>Vice-Admiralty Courts</i> :—Return showing amount of money paid to Judge, Registrar and Marshal of the Vice-Admiralty Courts at Quebec, Halifax and St. John; also showing number of libels filed and cases tried in said Courts from 1st July, 1867.	By Address 278	—
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303. <i>Westhaver's Point Lighthouse</i> :—Correspondence in reference to the erection of a Lighthouse at Westhaver's Point, in the County of Lunenburg, N.S.	By Order 248	—
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Page of Journal.	District.	Members.
12	Terrebonne	Hon. J. A. Chapleau.
12	Bagot	Flavien Dupont, Esq.
13	Joliette	Edouard Guilbault, Esq.
13	Soulanges	G. R. L. G. H. S. de Beaujeu, Esq.
13	King's, N.B.....	George E. Foster, Esq.

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2. Clerk of the Crown in Chancery ordered to attend before the House with Returns of the last Election for the Electoral District of King's County, P.E. Island, &c., 34. Attends accordingly; Returns and papers read, 40-43. Motion (Mr. Cameron, *Huron*), That the said J. E. Robertson, having received the second highest number of votes polled at the said Election, ought to have been returned as one of the Members for the said Electoral District in this Parliament, and that he has a right to take his seat in this House as such Member, saving however to all Candidates and others their rights of contesting the said Election, if they think proper, in such manner as may appertain to Law and Justice, 68. Debate thereon adjourned, 69. Resumed, 101. Amendment moved by Sir John Macdonald, That the Returning Officer's Return, together with all papers attached thereto, be referred to Committee on Privileges and Elections; Debate thereon adjourned, 102. Resumed, 107. The Question being proposed, Mr. Mackenzie moved in amendment to the said proposed Amendment, "That the House deems it proper, in conformity with certain precedents set forth and with the provisions of the Dominion Elections Act, 1874, respecting the duties of Returning Officers, to assist its jurisdiction, to maintain its privileges, and forthwith to redress the violation of Law and duty apparent on the papers which has been committed by the Returning Officer in not returning as elected the Candidate having the greatest number of votes; and this House declares that James Edwin Robertson should have been returned as one of the Members for the said County of King's by the said Returning Officer, saving all rights of all persons to contest the Election and Return," 108. Negatived, 109. Amendment agreed to; Main Motion as amended, agreed to; Return, with all papers attached, referred to Committee on Privileges and Elections, 110. Report of Committee (App. No. 2); Evidence, &c., referred to Printing Committee, 206. Report concurred in, 260. (See *Privileges and Elections*.) Motion that the Clerk of the Crown in Chancery do attend with the Return for King's County and amend the same by erasing the name of J. E. Robertson, Esq.; Carried, 261. Attends and amends the Return accordingly; Motion by Sir John Macdonald, That the Return be further amended by leaving out all words after "I certify that" and inserting "Augustin Colin McDonald, of Montague Bridge, in King's County, Merchant, is also elected for the said District," &c.; Carried; Return amended accordingly, 262.
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4. Motion for a Return of the number of registered voters in each Electoral District, the votes cast, &c., in the last General Elections; Motion withdrawn, 98.

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8. Petition praying that in foregoing Bill provision may be made that all women, as well as all men, possessing the proper qualification, shall be entitled to vote, 285.
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- 1: Bill to amend the Law of Evidence in criminal cases (Mr. Robertson, *Hamilton*); Ordered; Presented, 25. Read second time; Referred to Select Committee, 69. Committee report that they have consolidated the Bill with three other Bills, 94. See *Witnesses*.
2. Bill intituled "An Act to make provision for the taking of evidence in relation to Criminal Matters pending in Courts of Justice in any of Her Majesty's Dominions or before Foreign Tribunals"; From the Senate, 298. Read, 303. Read second time; Committed; Reported; Passed, 410. R. A., 440. (46 Vic., c. 35.)

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 "I am advised that the Judgment of the Lords of the Judicial Committee of the Privy Council, delivered last June, on the appeal of *Russell* versus "The Queen, goes to show, that in order to prevent the unrestrained sale of "Intoxicating Liquors, and for that purpose to regulate the granting of "shop, saloon and tavern licenses, legislation by the Dominion Parliament "will be necessary. Your earnest consideration of this important subject "is desired," 125. Motion by Sir John Macdonald, that the consideration of the subject mentioned in the said paragraph be referred to a Special Committee of seventeen Members, with power to send for persons and papers, and to report by Bill or otherwise; Debate thereon interrupted by Private Bills under Rule 19, 126. Resumed, 127. Motion agreed to, 128. Motion, that the 78th Rule of the House, as to the selection of Committees be suspended; Objection taken by five members to the mover submitting the names to form the Committee; Objection overruled; (See *Questions*, 13); Objection taken to the suspension of the Rule except by general consent; Objection overruled, (See *Questions*, 13); Certain members objected to serving on the Committee, on the ground that they were opposed to the principle and substance of the matter in the motion; Objection overruled, (See *Questions*, 13); Motion agreed to, 128. Names of other Members substituted for names of those Members who declined to serve on Committee, 195. REPORT, (App. No. 5), 354. See *infra*, 4, 5.
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