

viding for the taking of testimony by commission, or otherwise, in various parts, in or out of Canada, and making some other alterations and additions. A discussion on the method of increasing the trade with the West Indies took place on a motion of Mr. Young for a statement of any steps taken to open up direct steam communication with those islands. The subject of winter communication with Prince Edward Island was brought up as a matter of pressing necessity by members from the Maritime Provinces. Hon. Mr. Laird gave the reasons why the service had so far failed to meet the requirements: if a Company could not be got to perform it, the Government felt bound to undertake the service, and were taking measures to that end. After recess, debate on the Budget was resumed. Mr. Irving moving a long resolution to the effect that it was necessary, under present circumstances, to revive differential duties, and a rate of not less than 10 per cent should be added to that existing on all foreign manufactures, of which the same classes are manufactured in the Dominion. Mr. Charlton opposed the resolution, deprecating any change in the tariff. Mr. Workman moved, in amendment to the amendment, that the House resolve that it deeply regrets to learn that the Government has not proposed a policy of protection to manufacturing industries, the large amount of capital invested and their depressed condition rendering such a policy necessary to restore them to prosperity. Mr. Workman's amendment was ruled out of order by the Speaker. Mr. Macdonald of Toronto pointed out the anomaly of a Committee sitting to consider the depressed condition of the manufacturing interests, and a Government refusing to do anything to relieve them. The Finance Minister could not legislate for 1-20th of the population, but 1-20th had as good a right to be legislated for as 11-20ths. Sir John Macdonald would not then discuss the question of protection and free trade. The announcement that there were to be no changes in the tariff had taken him by surprise. The resolution of the Member for Hamilton was a protest against the policy of the Government in the interest of his constituents, but if any friend of the Government had been employed to make protection ridiculous, and get the smallest vote possible, he could not have framed it better, and except the mover and seconder, he did not see where the support was to come from. The vote was taken, 3 for and 174 against the resolution, and the debate adjourned.

March 2nd—SENATE—Petitions presented and read. Returns presented. Papers relating to the financial position of Manitoba, giving a detailed account of revenue and expenditure, and showing a deficit of over \$40,000 annually. Hon. Mr. Scott introduced a Bill respecting Common Carriers, and Hon. Mr. Letellier de St. Just, an Act respecting Quebec Harbour Commissioners.

Commons—Hon. Mr. Cartwright introduced Bill respecting Insolvent Banks, and Hon. Mr. Laird, one with regard to the Indians of Canada. Mr. Masson complained that the first number of the debates in French had not yet appeared, and moved that the report of the Select Committee on reporting be concurred in, giving

the translation to the translators of the House, with necessary assistance granted them. Mr. DeLoorme moved, in amendment, that the committee be instructed to secure such assistance as may be necessary. After a long and somewhat bitter debate, the amendment was carried on a division of 28 to 64. After recess, no debate of importance occurred, and the House adjourned at half-past nine.

3rd—SENATE—Large numbers of Petitions and Reports presented; address to His Excellency for the report of Mr. Shanley on P. E. Island Railway to be laid before the House.

Commons—Debate on the Budget resumed by Mr. Young—defending the policy of the Government and attributing the depression in manufactures to over production. Mr. Banister complained of want of progress in building the Pacific Railway, which would bring in population and give the manufacturers all the market they would want. Mr. McDougall (Elgin) and Mr. Dymond deprecated any increase in the tariff not absolutely necessary for revenue. Mr. Appleby avowed himself a free trader and advocated a reduction in the tariff especially in coal oil, and the abolition of the Stamp duties. Mr. Rochester pointed out the disadvantages Canadian lumbermen were suffering, the canals and markets of the U. S. being closed to them, while Michigan lumbermen could use ours and compete in the Quebec market. Mr. Davies advocated Free Trade; Mr. Plumb, Protection. Hon. Mr. Pope, as representing an agricultural community, said that the farmers in his section of the country were in favour of such protection as would lead to the establishment of manufactures among them, and place them on equal terms with the Americans. Hon. Mr. Cartwright replied to the criticisms of Hon. Dr. Tupper on his financial statements, and that gentleman reiterated his charges of mismanagement. Hon. Mr. Mackenzie, in a somewhat excited speech, demanded the Government from the attacks of Dr. Tupper, declaring the Government had never led a single individual to believe they would propose increased taxation. After some personal explanations by Hon. Messrs. Vail and Holton, the House went into Committee of the Whole and passed the item for Privy Council, and adjourned at half-past three a.m.

March 5th—SENATE—A great many petitions presented, and several returns. Bill to amalgamate the City and Royal Canadian Banks, introduced by Hon. Mr. Campbell. Address for correspondence between the Dominion and Ontario Governments on the Georgian Bay Railway, agreed to upon a division.

Commons—A motion by Mr. Blanchet for papers relating to Quebec Graving Dock led to a long debate, some of the speakers being in favour of placing it at Levis, and others on the North Shore. Hon. Mr. Mackenzie stated that no political considerations would influence the decision, and all the information possible would be obtained before the site was settled. After recess, the question of the Truro & Pictou Railroad was brought forward by Mr. Mackay, of Cape Breton, who urged the importance of the extension of the N.S. Railway system to Cape Breton, as at present, with all its mineral