

members voted for the motion. The Inter-colonial Railway item was passed, and the House rose.

30th—SENATE—Two Bills passed, five read first time, and five second time.

COMMONS—House in Committee of the Whole to consider some proposed changes in the rules of the House. A good many alterations and amendments were made, and resolutions passed. A number of private Bills passed. A motion of Mr. Bowell for a statement of Dominion Bank Deposits led to a long debate. Forty items reported from Committee of Supply were concurred in.

30th—SENATE—Adjourned debate on Mr. Carrall's motion respecting Pacific Railway. An amendment was moved by Hon. Mr. Haythorne against increasing taxation, and another by Hon. Mr. Piquet. After a long debate, Hon. Mr. Balfour moved the adjournment of the House, which was carried.

COMMONS—House again in Committee on Indian Laws. The 11th clause, forbidding any but Indians to occupy any land in an Indian reserve, caused a good deal of discussion, "and without the authority of the Superintendent Genl.," was agreed to be inserted by the Minister and the Premier, but the majority were in favour of the original clause. Clause 59 on distribution of accrued interest, and 66, providing that no mortgage be taken from an Indian, were also strongly objected to, but finally concurred in. A number of other clauses passed with slight amendments, and the Committee rose and House went into Committee of Supply, when Mr. Colby made a motion asking for reduction of the duties on petroleum. He was opposed by Mr. Macmillan, and the Finance Minister said the Government would take the matter into consideration, but would not, during this Session, make any changes in the tariff. A vote was taken, when the resolution was rejected by 120 to 89. Several of the Quebec members drew the attention of the House to the unfairness with which Quebec was treated in the distribution of the public money. House in Committee of Supply passed item for Inter-colonial Railway Extension into Halifax. On the item for P. E. Island Railway, the Premier explained that the road was in such an unsatisfactory state when it came into the hands of the Government, that a large expenditure was necessary to put it into proper order. On the LaSalle Canal item the Premier made a number of explanations of the work done and the work intended, as also on the St. Lawrence and Welland canals.

March 31—SENATE—Bill providing for examination of witnesses on oath by Committee of Parliament, introduced by Hon. Mr. Wilnot. Consolidated Bank of Canada Bill sent up from Commons, with amendments, which were agreed to by Senate. Special Report of Committee on Campbell Divorce case received; 6 Bills read third time and passed. Debate on Pacific Railway motion of Mr. Carrall resumed. Another amendment moved by Hon. Mr. Dickey, and, after a long debate, was again postponed. On third reading of N. W. Territories Act, an amendment was moved by Hon. Mr. Letellier de St. Just, respecting powers of Stipendiary Magistrates, which was agreed to. A

number of Bills were read first and second time, and the House adjourned.

COMMONS—On the House being moved into Committee of Supply, Mr. Bowell brought before the House the Steel Rail Purchase, stating that the papers asked for had not been brought down. He showed the inconsistency of the Premier in having made the purchase without the sanction of the House, and the inexpediency of it, quoting Mr. Bridges' opinion that the time of the purchase was one in which no prudent man would buy. Mr. Workman vindicated the Premier's action, and Hon. Mr. Mackenzie read a memorandum from the Chief Engineer, stating that it was upon his recommendation the rails had been bought, no money was paid on them until after Parliament met; and the contracts had been laid before it. Mr. Bowell's resolution was negatived by a vote of 134 to 54. House went into Committee on item for Pacific Railway. Mr. Mackenzie made a statement with respect to the sums expended, showing that the expenditure on the survey had been over two and a quarter millions. He went over the different routes surveyed, and said the line was now pretty clearly defined, though, it was probable, with more time, a better one might be found. Everything that could be done, the Government had done, to urge forward the work. Dr. Tupper criticised the Premier's statements very severely, saying they left the House in entire ignorance of the intentions of the Government with regard to the prosecution of the work. The debate was finally allowed to stand over. Welland Canal item passed, and the House adjourned.

April 1—COMMONS—Second reading of Insolvent Act. Some amendments suggested by Messrs. Palmer and Barthe. Bill to encourage planting trees in North West read second time and passed, with several amendments. Committee of Supply—Ottawa Canal item passed. The item for St. Peter's Canal led to a very bitter personal altercation between the Premier and Dr. Tupper. The item passed, the Premier having stated that it would probably be widened to the extent asked for. The Public Buildings and Militia items passed, and the House adjourned.

3rd—SENATE—Debate on Mr. Carrall's motion, respecting Pacific Railway; Campbell Relief Bill.

COMMONS—Debate on Mr. Oliver's resolutions respecting Railway Tolls, providing that any change of rates on railways must affect the whole line and not simply parts; that no preference should be given to one person or corporation over another, and no exclusive rights given to any one Express Company. Hon. Mr. Mackenzie said the matter was under the consideration of the Government, and he hoped it would not be pressed at present. He did not think it was possible to obtain a *pro rata* system throughout. The motion was withdrawn. A motion of Mr. Desjardins, who stated that the interest of importers, retailers and consumers were in this case, identical, and the Government ought to afford the necessary measure of protection, led to a debate on sugar refining. He was supported by Mr. Jones of Halifax, and Dr. Tupper. Hon. Mr. Huntington thought the establishment of sugar refineries would be very difficult as long as the