

(Continued from second page.)

he would beg the honourable gentleman to bear in mind how long that question had been before them, and how numerous and hitherto ineffectual, had been their efforts to arrange it. The House was under a great obligation to the Minister of Agriculture who had brought this bill to whom he confidently hoped they might consign a successful bill. He might mention also that the Senate had been at work for the last seven years, and for which the country would be indebted to the Senate if it became law, for it was one of general interest to the community at large, so it would not be difficult to get it passed by the publishers, and he had the bill in another place, where their attempts to do good and to legislate for the advantage of the country seemed to be deprecated and to be held to be of very little use, this bill might have been an example of what the Senate could do for the good of the country, and as showing that they were not altogether a useless body (hear, hear); and that they could originate measures which it had not even occurred to the House of Commons to consider. He made this remark but trusted hon. gentlemen would excuse him for doing so. (Hear, hear.) In looking back at the history of this copyright question there was one thing which he regretted, and which he was sure the House would also regret, and that is, that one of the most ardent adherents of the measure, Mr. Lovell of Montreal, who was from the first very earnest in this matter, and mainly through whose efforts in pressing the matter upon the attention of the House, the bill had been introduced. Mr. Lovell, however, regretted, he repeated, that Mr. Lovell, in despair of seeing the measure accomplished after many disappointments he had met with, had finally determined to remove a large portion of his establishment to the Province of New Brunswick in the State of New York, where he had recently erected a large establishment which would employ about 500 printers and bookbinders. This was a serious loss to the country; however, his Montreal establishment, still conducted by his son, Mr. (Mr. Ryan) Lovell, has done much for the provisions of that establishment and prosperity of that establishment would be renewed and fostered, and that only printers would be again back to the community, and would find that they could get quite as much pay and importance, now that they obtained it in the United States. He had mentioned that the special committee had been greatly assisted in the preparation of this bill by the business of both printers and publishers, by those interested in the sale of English works by the author, with the owner of the English copyright, and all concurred in the bill prepared by the hon. Minister of Agriculture. As to the details of the bill he had no doubt the hon. Minister of Agriculture would be prepared to go into them in Committee, and he (Mr. Ryan) would do so when the bill came before the House of Commons it would be dealt with in the same spirit in which this House had dealt with it. It was a measure which would be fruitful in benefit to the country, and ought to be treated irrespective of party feeling on either side. (Hear, hear.) Several bills then passed a second reading.

NOVA SCOTIA PETTY OFFENCES ACT.

Hon. Mr. MILLER said he was responsible for this bill, which he explained, was intended to repeal a portion of the criminal code of Nova Scotia inconsistent with the Dominion law. Only the latter could apply to criminal offences, and the existence of a Provincial statute on such subjects was neither permissible nor judicious.

Hon. Mr. KAULBACK expressed his approval of the bill and its objects, agreeing with the last speaker as to the inconvenience of having two different statutes relating to the same offences, with different amounts of punishment inflicted in each case.

The bill was read a second time.

The House then adjourned till Thursday.

YESTERDAY, March 4.

The Speaker took the chair at three o'clock.

Hon. Mr. MILLER presented the eighth report of the Committee on Standing and Private Bills.

A number of petitions were presented praying for the passage of a prohibitory liquor bill.

THE INTERCOLONIAL RAILWAY.

Hon. Mr. MCLELLAN moved that a humble address be presented to His Excellency the Governor General, praying that His Excellency will cause to be aid before this House a comparative statement of the amount of tonnage, freight, &c., to be shipped in the year 1874 over the Intercolonial Railway in Nova Scotia during the months of October, November and December in the years 1873 and 1874, and the months of January and February 1874 and 1875, respectively; together with a statement of the average rate per tonnage received on the railroads, and the average rate per mile, and the average rate per mile per ton.

He said in moving for these returns he desired to show the financial position of that portion of the road.

He believed the members of both Houses and the country generally entertained the opinion that the road in Nova Scotia and New Brunswick was being conducted with a view to the creation of money loss to the Dominion. He thought that impression prevailed in Parliament, and had led the Government to take a step which he considered was unnecessary and unjust to the people of Nova Scotia and New Brunswick, and had created a strong feeling of hostility to them. He referred to the increase in freight tariff of about 33 per cent. in New Brunswick and 25 in Nova Scotia. The rate is the same now in both provinces, but the greater increase in New Brunswick came from the fact that the rates had been lowered from twenty-five cents per ton from ten to twelve per cent., hence, when the rates were made uniform and increased, the proportionate increase was more than in Nova Scotia. In both provinces, the increase has created an intense feeling of hostility to the Government with the result that the roads are now losing money.

On this point he (Mr. McLean) entirely disagreed with Mr. Brydges, or rather with the Government, as Mr. Brydges for whom he entertained the greatest respect, only acting upon the representations of this minister.

He commended that Mr. Brydges' recommendation for a uniform tariff from St. John to Halifax, for the purpose of conducting enterprises of that kind, within a short period received.

He said that the road had been raised in price to meet the demand of the market.

He said that the road had been raised in the same way as the loss on canals and other services is borne in the outset. In one respect the people on this branch had not the same claims to a low tariff as the people of Nova Scotia in the counties through which the road section passed.

He said that the road had paid the bill through seventy miles of unbroken forest road through an unbroken forest to Newcastle. (Hear, hear.) That was the point on which he was at issue, not with Mr. Brydges, but with the Government.

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