

May 4, 1874

Mr. Perry should be allowed to take his seat in accordance with the spirit of the law, or whether they should carry out the strict letter to prevent him. He held that that gentleman had taken every step which it was possible for a reasonable man to take in order to relieve himself from the disability under which he was placed as an aspirant to the position of a member of this House, and therefore this House should give him the protection he asked for from such harassing actions, on the instance of any common informer, as one which he believed had actually been brought against him.

The Bill was then read a second time, and the House went into Committee thereon, **Mr. YOUNG** in the chair.

After further discussion, the Bill was passed through Committee, with certain amendments, and the Committee rose and reported.

The Bill was then read and passed.

It being six o'clock, the Speaker left the chair.

AFTER RECESS

SUPPLY

The House went into Committee of Supply.

The item of \$227,950 for Excise was passed without discussion; as also were \$50,000 for Weights and Measures, and \$3,000 under the head of Inspection of Staples.

The following items under the head of Collection of Revenues on Public Works were passed:—Salaries and Contingencies of Canal offices, \$34,020; Collection of Slide and Boom dues, \$16,925; repairs and working expenses in connection with public works, \$532,400;

The item \$2,055,000 for the Intercolonial Railway and other Government Railways in Nova Scotia and New Brunswick, showing an increase of \$496,000,

Mr. DOMVILLE asked the meaning of this increase.

Hon. Mr. MACKENZIE said it was for rolling stock and stores.

For Railways, Prince Edward Island, \$202,500; Telegraph lines, British Columbia, \$27,000.

Also the following under the head of Collection of Revenues of Post Offices: for Ontario and Quebec, \$1,052,000; New Brunswick, \$128,000; Nova Scotia, \$172,000; Manitoba, \$26,000; British Columbia, \$78,000; Prince Edward Island, \$49,500. Also the items of Surveys of Land in the Northwest, \$100,000, and estimated amount for which a vote is required, \$10,000.

Hon. Mr. MACKENZIE said there would have to be a supplementary appropriation for surveys and other expenses.

For Minor revenues, \$10,000.

All the unopposed items in the estimates were then passed and the Committee went back for the purpose of considering a vote of \$650,000 for the Fort Garry and Pembina Railway. On this item,

Hon. Mr. MACKENZIE said it was the sum which would probably be used for this purpose during the coming year. The distance was some sixty-five miles from the probable crossing point of the Pacific Railway to the American border. The Bill which the Government would bring down in the course of a few days would provide for the mode of constructing this portion, as well as other sections of the Pacific Railway. The sum, as hon. gentlemen would observe, would amount to about \$10,000 per mile.

The construction of this portion of the road, however, would depend a good deal upon whether the branch in the United States which came to the border would be proceeded with or not. That road was in the hands of the Dutch bondholders, a Committee of whom had charge of the work; and it rested with them to decide whether the construction was to be proceeded with or not. The road so far was now graded to within thirteen miles of our boundary, and the iron was laid to about within sixty miles. He (**Hon. Mr. Mackenzie**) was informed their decision would depend upon whether the tract of land attaching to the road, which would lapse this summer, would be renewed by Congress, and he had also been informed that the Committee of Congress charged with the matter had agreed to report the Bill for the renewal.

It would be quite useless for us to spend any large sum of money in building this road to the frontier unless the American branch was also constructed, as the chief object in building at all would be to get supplies through it for the construction of the Pacific Railway eastward to the Lake of the Woods, as well as to afford ready access to the country. It was tolerably evident our own means of access by the Dawson road and the water reaches, which were only passable during six months of the year, and for a great portion of that year, only available to those who had plenty of leisure time, were not nearly sufficient.

He repeated, however, that the determination regarding the portion of road in question would depend to a great extent upon the action taken in regard to the American branch, and he explained that it was necessary for the Government to take the vote of money in order to enable them to make provision for the construction of the branch were the condition he had mentioned complied with.

They had tolerably exact information with regard to the character of the country on both sides of the Red River, and so far as he had been able to ascertain, there was on the east side a gravel reach running parallel with the river; there would be no steep gradients, there would be no hills, and only two or three rivers, the chief of which, the Rousseau River, was near Pembina. The road would be easy of construction, and the chief cost would be the iron. There was no necessity for sending a corps of engineers to survey it, and he was informed by the Surveyor General and **Mr. Fleming**, the Chief Engineer, that two or three engineers a fortnight ahead of the engineering party was all that was wanted. There was no survey yet, but the field notes of the land surveyors enabled the Government to understand what was the character of the country.