

Hon. Mr. GIRARD—I have no desire to create any expense that can be avoided. I look at the matter as a very important one, and I must acknowledge the courtesy of the hon. the Minister who offers to furnish any correspondence that is required. I beg leave to withdraw the motion.

The motion was withdrawn.

THE PACIFIC RAILWAY ROUTE.

MOTION TO RE-APPOINT THE SPECIAL COMMITTEE.

Hon. Mr. GIRARD moved :—

“That the entry in the Journals of this House of the 27th of April, 1877, relating to the Report of the Select Committee, authorized, amongst other matters, to examine into all the questions relating to the purchase of the property at Fort William for a terminus of the Canadian Pacific Railway, and to send for persons, papers and records, and to examine witness under oath, be now read.”

The motion was agreed to and the entry was accordingly read.

Hon. Mr. GIRARD moved :—

“That the Minutes of the Evidence taken before the Select Committee appointed in the last Session of Parliament, to inquire, amongst other matters, into all the questions relating to the purchase of the property at Fort William for a terminus to the Canadian Pacific Railway, and to send for persons, papers and records, and to examine witness under oath, which were presented on the 27th of April last with the Report of the said Committee, be referred to a Select Committee composed of the Honorable Messieurs Scott Aikins, Sutherland, Macpherson, Simpson, Wilmot, Haythorne, Vidal, and the mover, to continue the investigation and to inquire into all the questions relating to the purchase of the property at Fort William, for a terminus to the Canadian Pacific Railway, and to send for persons, papers and records, and to examine witnesses under oath, and to report thereon with all convenient speed this Session.”

The motion was agreed to.

The House adjourned at 4 p.m.

THE SENATE.

Tuesday, Feb. 26th, 1878.

The SPEAKER took the chair at 3 p.m.

After routine proceedings.

Hon. Mr. Girard.

FORT FRANCIS LOCK.

MOTION FOR THE APPOINTMENT OF A COMMITTEE.

Hon. Mr. MACPHERSON moved, seconded by Honorable Mr. Campbell :—

“That a Select Committee composed of the Honorable Messieurs Scott, Campbell, Brown, Botsford, Haythorne, Macfarlane and the mover, be appointed to inquire :—

“1st. Whether the Fort Francis Lock when completed can be used for the purposes of commerce, in connection with the Canadian Pacific Railway, so as to form part of the through communication from Lake Superior to Manitoba, and if not, what improvements will be indispensable (in addition to the said Fort Francis Lock) to afford unbroken communication for Steamers between the Railway Stations of Port Savanne (Lac des Mille Lacs) and Keewatin (Rat Portage) and the probable cost of such improvements ?

“2nd. What will be the use to the Dominion of the said Fort Francis Lock if it cannot be used for the purposes of commerce, in connection with the Canada Pacific Railway, so as to form part of the said through communication.

“3rd. What is the distance between the said Lock and the point nearest to it on the Canadian Pacific Railway ?

“4th. What are the dimensions of the said Lock, its estimated and probable cost, the amount expended upon it and upon works connected with it, or in any way incidental to it, so far as is known ; the appropriation from which the money expended upon it has been taken ; whether such application of the money has been in all cases according to law, and whether the said Lock is being built by contract or otherwise.

“5th. And generally to inquire into all matters relating to the Fort Francis Lock, with power to send for persons and papers, to examine witnesses under oath, to employ a shorthand writer to take down the evidence, and to report from time to time to this Honorable House.”

He said :—The impression throughout the country is that the expenditure on the Fort Francis Lock is not a useful expenditure, and it is a very large one. I therefore think it deserves the attention of this House, and that a Committee should be appointed to inquire into the whole matter. That is the object of my motion. The expenditure has been continued after it has become the general opinion that the work cannot be utilized for the purpose for which it was intended, that is, forming the connecting link between the Eastern and Western ends of the Canadian Pacific Railway, between Lake Superior and the Red River. The