

and then submitted to the local authorities as well as to the Government. Of these three, one is from Paris; the second is from London, by Mr. Perry Woods, son of the late Marshall Woods, who was one of his aides for a long time; and the third is Mr. Hebert, of Montreal, who is the fortunate tenderer for a monument to Sir George Cartier. These models will be most likely exhibited to the Council, and we will have to select the best.

OCEAN AND RIVER SERVICE.

142 Maintenance and repairs of Government steamers \$140,000 00

Mr. McLELAN. The steamer *Newfield* requires a new boiler, and during the portion of the year the Government will engage another steamer.

Mr. DAVIES. Is any portion of that amount to be appropriated for the *Northern Light*? Last spring she was ordered by the Government Inspector to go upon the slip of Pictou for repairs, and she went there, but she was ordered back again by the Department, and the agent reprimanded for allowing her to go. The Government Inspectors have not given her a certificate yet, and the hon. Minister knows she is engaged in a most dangerous and arduous work.

Mr. McLELAN. The *Northern Light* was put upon the slip and repaired in the spring, under the directions of one of the inspectors, Capt. McElhinney, and was then taken to Charlottetown, where she remained during the summer. Another inspector, not knowing that she had been put upon the slip in the spring, and had been seen by the Government Inspector, directed Mr. Lord to send her to be placed again on the slip. This sum asked now will be sufficient to cover any repairs necessary to be made on the *Northern Light* and also on the steamer *Newfield*; there has always been a large amount expended on the *Northern Light*.

Mr. DAVIES. The papers brought down show that no inspection was made of that steamer. I was not aware Capt. McElhinney was a Government Inspector. The Inspector of Hulls for the Maritime Provinces is, I think, Mr. Pope, the only one appointed under the Inspection Act.

Mr. McLELAN. Capt. McElhinney is Inspector General of the Dominion, in the employ of the Department, and is sent wherever necessity calls him. He is an inspector under the Act, without any particular location.

Mr. DAVIES. The hon. Minister will remember that the agent reported that the steamboat had a very serious strain near the sternpost, and that he could not repair it in Charlottetown. It would be necessary for it to go on the slip. If I had known that these Estimates were coming up to-night, I would have had the papers here. The agent thought that, when the vessel was in motion, they could keep the water down very well, but that when she was lying by the side of the wharf with the usual amount of freight on board, she took in a great deal of water. I was very much surprised at the statement, and I did not understand from the papers that that defect had been properly remedied, and if she is running now with that defect, it is very serious.

Mr. McLELAN. That defect is not from a strain at the sternpost. He supposes that some bolt hole has been unstopped.

Mr. DAVIES. But it could not be remedied without going on the slip?

Mr. McLELAN. No, it could not be found; but it was from some small hole left. It is a very common thing in the

launching of ships that some bolt hole is left unfilled. They know the amount of the leakage and it is not at all serious.

Mr. DAVIES. The amount of leakage was pretty serious.

Mr. McLELAN. I think not very serious.

Mr. DAVIES. The hon. Minister will remember that the agent could only give a supposition as to what was the cause of that leakage. Whether it was that the sternpost was started, or that a bolt had come out, or whatever the cause was he could not tell, and he supposed it might be the absence of a bolt or something of that kind. I would like to know whether it is the intention—pardon my being so persistent in this matter, because I have to cross in that boat in a few days, and take my life in my hands, and I want to know if it is safe—to put the boat on the slip early this spring and to have her thoroughly examined.

Mr. McLELAN. Certainly; she is to go on the slip and undergo very extensive repairs—more extensive, I think, than in any season yet, judging from her condition now. It will require very serious and heavy work to get the track broken open this spring, and the vessel will be put on the slip at the earliest possible moment.

Mr. BAKER (Victoria). Has part of this increased amount for maintenance and repairs of Government steamers been caused by an amount of expenditure upon the steamer *Sir James Douglas*? Is part of that \$15,000 required to cover an expenditure not originally contemplated by the Department, the return for which I have called for?

Mr. McLELAN. No; that is the expenditure ending 30th June, 1884.

143 For the providing of a steamer to replace the *Glendon* \$35,000 00

Mr. WELDON. Is that amount calculated to furnish the steamer?

Mr. McLELAN. The boilers and machinery are already provided and paid for, and some materials were saved from the wreck of the other vessel. This sum will be sufficient to equip her.

Mr. WELDON. What materials were saved? I should not think there could be much, from the place where she was wrecked.

Mr. McLELAN. It is reported by the officers that from \$3,000 to \$5,000 worth has been saved.

Mr. WELDON. From the wreck?

Mr. McLELAN. From the wreck; and the hon. gentleman will bear in mind that the machinery and boilers were not placed on board the other vessel.

Mr. WELDON. I have not the returns here, but, if my memory serves me right, the return brought down shows an expenditure of nearly \$40,000 on the vessel. I think Mr. Brown was paid nearly \$39,000.

Mr. McLELAN. No; the return included the boilers and the machinery, which brought it up to about \$45,000 altogether.

Mr. WELDON. I speak subject to correction, but I fancy not. The tender for the hull was \$29,900. I think there were some items for machinery, but I think the expenditure on this side was nearly \$40,000.

Mr. McLELAN. No; the hon. gentleman will find that \$29,000 about covers the expenditure on the hull and the equipment of the hull, exclusive of the machinery and boilers.