

Mr. PLUMB: I suppose that a preliminary line is being run.

Mr. MACKENZIE: Purely so. The original line reached pretty far north—to Troublesome Lake. One line ran north of Nepigon Lake and a second to the southern corner of this lake, instead of the north corner. If the road can be run in a direct line from Lake Nipissing to Pic it will be very much shorter than the other line proposed. A great deal of the country is favourable, but the Engineer is not able to pronounce at present very positively upon its capabilities for the support of a line, and the obtaining of an easy gradient. This cannot be done until a preliminary exploration is at least completed.

Mr. PLUMB: Is the line, as it crosses the Pic River, very far from the lake?

Mr. MACKENZIE said the line, he believed, ran quite close to the mouth of this river, which there would be no difficulty in crossing. The banks were low and sandy, but the river was not quite approachable for heavy vessels.

Resolution read the second time and agreed to.

On 247, Pacific Railway construction, Pembina Branch Extension, \$60,000,

Mr. MACKENZIE said it would be remembered that the Pembina Branch, which was to join the main line, was graded to a point opposite Winnipeg; a distance of 22 miles to the main line was still to be graded, and Mr. Fleming said this could be done for about \$60,000. The Engineer strongly recommended that it should be done this summer, chiefly with a view to the easy transportation of rails. Immediately below Winnipeg the water was too shallow, except for a week or two in the spring, for loaded vessels to descend it with cargoes. The recommendation in question was made particularly because the line passed through the only gravel bed obtainable in that quarter. Mr. Fleming estimated that it would cost about half this sum to have the rails taken down otherwise to Selkirk. The Government had not actually adopted the suggestion, but they, nevertheless, placed the sum in

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the Estimates to be used in case they did so, and Mr. Whiting, who was the contractor for and interested in No. 15, was the contractor for the Pembina Branch, and the Engineer reported that this person was willing to continue the contract at the same rates which had been paid for work performed between Winnipeg and Pembina; and these were very low, twenty-two cents a yard. Mr. Fleming was of opinion that the contract should be continued, but nothing was settled in this regard.

Mr. TUPPER enquired what prospect there was for a connection from Moorehead to the border of the Province at Pembina.

Mr. MACKENZIE said he had obtained several reports on the subject. He had endeavoured in various ways to stimulate the building of the road by showing that the Government were in earnest about it. There were now only 13 miles to grade and 63 miles to cover with rails.

Mr. TUPPER: There would be very little for the road to do unless this connection was made?

Mr. MACKENZIE: Very little.

Resolution read the second time and agreed to.

On Resolution 248, St. Lawrence Canals and Rapids, \$20,000,

Mr. JONES (Leeds) asked permission to refer to the vote for the Grenville Canal, \$30,000, passed the other night. The hon. member for Cardwell asked why so small a sum was placed in the Estimates, and the hon. the Minister of Public Works said it was for the reason that the canal could not be used because of the non-completion of the Carillon Locks. The hon. the Minister of Public Works had, he thought, been misled on the subject. The locks at the lower end of the Grenville Canal were of the old size and had never been put under contract, and nothing had been done towards the deepening. Therefore, if the hon. Minister of Public Works waited for the completion of the Carillon locks, it would be years before the canal could be used all the way through. Nothing also had been done with respect to St. Anne's Locks, to-