

McCull, however, who had been put in an office at Winnipeg, being in the double position of superintendent and inspector, could hardly inform the Government that he had made any mistake with reference to the supplies, as to whether they were as good as they ought to be, or according to sample, or whether they were forwarded in proper condition and in good time. Certainly the present practice was not a proper one. It did not appear possible that the superintendent at Winnipeg, who had to attend to the purchasing of supplies, would be in a position to leave the office and spend several months visiting the various agencies to report to the Government upon the condition of the various bands, the efficiency of the agents, the character of the schools and all such matters as effect the general well-being of the Indians.

Vote agreed to.

It being Six o'clock the Speaker left the Chair.

After Recess.

PRIVATE BILLS.

THIRD READINGS.

The following Bills were severally considered in Committee, reported, read the third time and passed:—

Bill (No. 64) To authorise and provide for the winding up of the Consolidated Bank of Canada.—(*Mr. Gault.*)

Bill (No. 79) To incorporate the Souris and Rocky Mountains Railway Company.—(*Mr. Boulbee.*)

Bill (No. 63) To extend the powers of the South Western Colonisation Railway Company, and to further amend the Act incorporating the said Company.—(*Mr. Schultz.*)

CONSIDERED IN COMMITTEE.

The following Bill was considered in Committee and progress thereon reported:—

Bill (No. 71) To incorporate the Pontiac Pacific Junction Railway.—(*Mr. White, North Renfrew.*)

SECOND READING.

The following Bill was read the second time:—

Bill (No. 111) To provide for the winding up of La Banque Ville Marie.—(*Mr. Desjardins.*)

BILL WITHDRAWN.

The following Bill was, with leave of the House, withdrawn:—

Bill (No. 74) To incorporate the North-West Colonisation Land Company.—(*Mr. Schultz.*)

SUPPLY,

XII. RAILWAYS.

House again resolved itself into Committee of Supply.

Maintenance and Repairs.

195 Intercolonial Railway.....\$1,400,000

SIR CHARLES TUPPER: It will not be, perhaps, inconvenient to the House and Committee if I give some general explanations with reference to the vote now proposed. I do not anticipate any very serious difficulty with this vote, as it will be seen, taking the amount asked for the Intercolonial and the Prince Edward Island Railways together—\$1,586,000—that I am asking for a vote of \$647,496 less than the sum expended on this service in 1878-9; and, with that reduced amount, I intend, not only to cover the same service, and on which was expended in 1878-9, \$2,233,496, but also to operate 126 miles more Railway than were covered by that expenditure. Now, I may say that the question of the large amount of money that was required to be expended in the operation of the Intercolonial Railway, has attracted the attention of this House for a number of years past. We all feel that it was very unfortunate that, having invested so large a sum of public money in the Intercolonial Railway, the country should be compelled, in addition to that expenditure, to supply practically, something like an average of half a million dollars per annum to operate the road. There was no question that the construction and operation of the road had tended largely to the development of the country, and that it was a great service to trade and business. My attention had been called to that subject very strongly before the change of Administration, as will be seen by reference to the discussions that have taken place in this House; and, when called upon to discharge the duties of administering that Department, I held that it was necessary to make the most exhaustive examination possible, to see if we could maintain the efficiency of the road and rolling-stock, and at the same time largely reduce the expenses. I satisfied myself that it would be quite practicable to do that, and adopted the best means in my power to inform myself as to how far it would