

Sir JOHN A. MACDONALD. There are no negotiations progressing; but the Government is in anticipation of legislation at Albany during the present Session of the State Legislature.

NEWFOUNDLAND AND CONFEDERATION.

Mr. GAULT enquired, Has the Government had any correspondence during the past twelve months with the Government of Newfoundland with a view of bringing that Island into Confederation with the Dominion?

Sir JOHN A. MACDONALD. They have had no such correspondence.

SOUTHAMPTON MAIL SERVICE.

Mr. GILLIES enquired, Whether it is the intention of the Government to extend the evening mail service from Walkerton to Southampton; and if so, when?

Mr. LANGEVIN. It is not the intention of the Government to do so.

RED RIVER BRIDGE.

Mr. SCHULTZ enquired, Whether it is the intention of the Government to remove the piles of the temporary bridge across the Red River upon the completion of the permanent swing bridge?

Mr. POPE (Compton). It is.

EXPENDITURE BY MR. ANNAND.

Mr. BORDEN enquired, Whether the following extract from "Remarks" under date 30th October, 1880, contained in page 100 of the Auditor General's last Report: "For the expenditure by Mr. Annand, of the London, England, Office amounting to £495 10s. 7d. stg., no details nor vouchers have yet been furnished," correctly represents the facts?

Mr. POPE (Compton). They do not correctly represent the facts. The vouchers for this sum were transmitted from the Department of Agriculture to the Audit Office in a letter dated the 22nd November, 1880, in reply to the Auditor's letter of October 30th, but it does not appear in the Auditor's report. I may add that there is no complaint whatever made with respect to Mr. Annand's conduct in that settlement, and I think it is unfortunate that there should be placed in the Auditor's—

Some hon. MEMBERS. Order, order.

Mr. BLAKE. I rise to order. This is not debateable.

Mr. POPE. I am not debating it. It is put there—

Mr. BLAKE. I rise to order.

NEGLECTED AND DESTITUTE INDIANS.

Mr. PLUMB enquired, Whether the attention of the Government has been called to articles in the London *Free Press*, of the 2nd, 7th and 8th insts., alleging that the Indians in the vicinity of the town of Sarnia have been utterly neglected and are in a state of destitution, and whether it is the intention of the Government to cause an enquiry into the truth of the allegations?

Sir JOHN A. MACDONALD. The attention of the Government has been called to these articles. They have, in fact, been transmitted to my department. I shall, of course, make enquiry into the truth of these allegations.

RAILWAY AND TELEGRAPH MATERIALS MANUFACTURED IN CANADA.

Sir LEONARD TILLEY moved that the House resolve itself into Committee of the Whole to consider the following resolutions:—

1. That it is expedient to provide that the Governor in Council may, from time to time, make regulations:

(1) For ascertaining the quantities and values of fish plates and other fastenings, spikes, bolts, nuts, and iron bridges, manufactured in Canada and used by the Canadian Pacific Railway Company in the original construction of the Canadian Pacific Railway, as defined in the Act 37 Victoria, Chap. 14, and also the quantities and values of all telegraphic apparatus manufactured in Canada and used by the said Company in the original construction and first equipment of a telegraph line in connection with the said railway:

And for ascertaining the persons in Canada from whom such fish plates and other fastenings, spikes, bolts, nuts, and iron bridges, and telegraphic apparatus, respectively, have been procured by the said Company.

2. That the Governor in Council, with the assent of the Treasury Board, and on such terms and conditions as may be thought proper, may pay over to the persons in Canada from whom such articles as aforesaid, manufactured in Canada, have been procured, sums of money not exceeding the amount of Customs duty which would have been payable on such articles respectively, if imported into Canada at the time they were so procured by the said Company.

He said: I will call attention to the fact that there are certain articles named in the contract, for instance steel rails, that are not named in this resolution. They are made free until 1883. There are articles not manufactured in the country for telegraphic purposes, not included in these resolutions. I hold in my hand a statement, a copy of which, I think, was handed to the leader of the Opposition, by the Minister of Railways, as to the probable amount of duty that will be paid on those articles, and from that memorandum I will read:

CANADIAN PACIFIC RAILWAY, PROBABLE AMOUNT OF EXEMPTION FROM DUTIES UNDER THE SYNDICATE CONTRACT, VALUE F.O.B. LIVERPOOL.

<i>Steel Fish Plates.</i> —Say 1,950 miles at 3½ tons per mile, 6,825 tons F.O.B. Liverpool, say £5 5s. or \$25.55 per ton, \$174,379,	
Duty 17½	\$29,063
<i>Rails, Spikes.</i> —Say 2,000 miles at 3 tons per mile, 6,000 tons F.O.B. Liverpool, say £7 10s or \$36.50 per ton, \$219,000.	
Duty ½ cent per lb. and 10 per cent. <i>ad valorem</i>	89,100
<i>Cut and other Spikes.</i> —Say 100 tons at say \$37, \$3,700 at ½ cent per lb. and 10 per cent <i>ad valorem</i>	1,490
<i>Rail Joints, Bolts and Nuts.</i> —Say 2,000 miles at 90 tons per mile, 1,800 tons F.O.B. Liverpool, say £10 or \$46.67 per ton, \$87,606. Duty 30 per cent.	26,281
<i>Other Bolts and Nuts.</i> —Say 800 tons at \$46.67 per ton, \$37,336 at 30 per cent. duty	11,200
<i>Materials of Wood.</i> —Say to be purchased on line of railway	
<i>Wire.</i> —Duty 15 per cent	17,688
<i>Telegraph Apparatus.</i> —Say 200 instruments at \$100, cost \$20,000 Duty 30 per cent	6,000

That is the result, supposing the whole of those articles should be manufactured in this country and the drawbacks paid. But it is quite clear that, so far as the materials required for the British Columbia end of the road are concerned, we cannot expect to manufacture them in the Dominion. The expense of transmitting them to British Columbia, until the railway to that Province is completed, would be great. Under any circumstances, no doubt that portion of the materials required for the road would be brought in under the terms and conditions of the Act. It is, I think, properly agreed that, as to any of those articles manufactured in the country, the manufacturer should, under the contract with the Company for the first construction of the road, receive an amount not in excess of the duty that would be paid on them were they imported, the Government taking the power to fix their probable marketable value had they been imported, and the rate of duty they would have paid under the circumstances—the object is to fix the drawback to be given at an amount not exceeding the duty.

Sir RICHARD J. CARTWRIGHT. The hon. Minister has not included, so far as I can recollect, the value of the iron bridges, which may amount to a very considerable item. The character of the North-West country is such that, although in other respects railways through it may be constructed with extraordinary cheapness, there will, undoubtedly, be a very considerable number of gullies to cross, and in some cases the bridges must be made of iron. So the total amount of duties to be refunded may be very much more than the House or Minister contemplates.