

William to Lake Shebandowan, there was 45 miles to travel by waggon. Then 310 miles, by rowboats and steam launches, to the North West angle of the Lake of the Woods. Lastly, 95 miles by road in carriages from the North West angle to Fort Garry. The charge for the entire distance from Fort William to Fort Garry would be \$25. Children under 12 years of age half price. This sum covers 150 pounds of baggage for each immigrant, extra baggage being charged \$1.50 per 100 lbs. The route would be in readiness by the 15th of June next.

Mr. BOWN: Are any posts prepared for shelter on the way, and are provisions provided for immigrants?

Hon. Mr. LANGEVIN said the Government had provided places of shelter at the different portages on the way, and, of course, they would see that the Immigrants were not left without food.

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MILITIA ACCOUNTS

Mr. PÂQUET asked whether the Government is aware that accounts have been transmitted to the Militia Department—approved and signed by the Volunteer officers of the Berthier Company in connection with the annual drill of 1870, and that to this day the said accounts have not been paid; and whether it is their intention to repair this oversight which is of a nature to injure the cause which the Volunteers of that Company have, up to the present time, nobly served.

Hon. Sir GEORGE-É. CARTIER said that claims for drill had been regularly paid. A small claim of Captain Gagnon had been struck out, to be presumed, because it did not come under the head of drill expenses. If forwarded to the proper office it would have been attended to.

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STERLING EXCHANGE

Mr. WORKMAN asked whether the Hon. Minister of Finance notified all the Banks simultaneously when he asks them for tenders for Sterling Exchange, and whether any information is given, directly or indirectly, to any Banking Institution in advance of another.

Hon. Sir FRANCIS HINCKS: The Banks are notified simultaneously when such tenders are asked for, and no information is given, directly or indirectly, to any banking institution in advance of another. (*Applause.*)

SALMON POINT LIGHTHOUSE

Mr. ROSS (Prince Edward) asked whether it is the intention of the Government to place in the Estimates a sum for the erection of a lighthouse or a fog whistle at Salmon Point, in the County of Prince Edward.

Hon. Mr. TUPPER said the attention of the Government had been drawn to the subject and the matter was now under the consideration of the Government.

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TARIFFS OF GOVERNMENT RAILWAYS

Mr. BOLTON moved for an order of the House for copies of all correspondence between the Government or Department of Public Works and the manager, and previous managers of the Government Railways in Nova Scotia touching the management of and rates of Tariff to be enforced on said road since 1st July, 1867, with statement of tariff charges now in force, and of any and all changes that have been made in said tariff since date aforesaid, with copies of all reports and detailed statement of accounts of income and expenditure rendered by said managers since said date. He made some remarks which were indistinctly heard in the gallery, but was understood to say that the Minister of Public Works must have discovered that there was a deficiency instead of a surplus in the receipts from the line during the last year.

Hon. Mr. LANGEVIN said he did not see how he could be gratified to find that instead of having a surplus there was a deficit. But if the hon. member would add to the working expenses of the railway the extraordinary repairs required, and make allowance for the excessive expenditure, he would find that there was an increase in the receipts of the lines. He (Hon. Mr. Langevin) contended that, taking an average of the working expenses of the different years, there was this year a surplus of \$3,000, and last year a surplus of \$14,000, and he really believed the surplus was increasing, and the hon. member would be gratified next year to see a surplus.

Hon. Mr. McDOUGALL (Lanark North) said it was undesirable an impression should go abroad that these lines were in such a satisfactory condition. He believed, when the returns now moved for were brought down, and the matter should be fairly considered, that if the repairs of the roads were taken into account, the keeping up of the rolling stock, the expenditure which was necessarily connected with railways to be made from year to year, and which really formed the true running and working expenses—when all that was taken into account, he thought the hon. member would find that he was leading the House to believe that the state of affairs was more satisfactory than the facts warranted. It was desirable that those roads, in every point of view, should pay something more than working expenses after making a fair allowance for repairs, but, at present, the traffic over those lines and the expenses of working them, especially by the Government, were