

several years past in connection with these works. For that money we are paying interest, and the works must be unproductive until it is completed. Therefore, it is of the greatest possible moment that we should proceed vigorously with the work and endeavour to get it into a position in which some return will be made. We believe it is of the greatest possible importance to the country that the road should be opened from Lake Superior to Red River at the earliest possible moment. We are determined that the road shall be opened by the day stated in the contracts. These contracts require that they shall be completed, with the exception of sixty-seven miles of Section B, by July 1st, 1881, and that the rails shall be laid over the remaining sixty-seven miles by July 1st, 1882.

MR. MACKENZIE: Then I understand the hon. gentleman has no intention of spending \$1,000,000 in British Columbia.

SIR CHARLES TUPPER: I do not expect \$1,000,000 will be expended in British Columbia.

MR. BLAKE: Has the hon. gentleman any idea of expending any more than \$500,000 in British Columbia during the next year?

SIR CHARLES TUPPER: It would be impossible for me to say any more in relation to this than what I have already said.

MR. THOMPSON: Does the hon. member for West Durham attribute to the Minister of Railways the spirit of clairvoyance? The first sod of the new line is to be turned on May 24th, and, I understand, that the contractor means to go on from that time and push the work forward. I presume the hon. the Minister of Railways intends paying the contractor and not repudiating the indebtedness when it becomes due.

MR. MACKENZIE: Does the amount to be expended in British Columbia depend entirely on the contractors? If they are able to spend \$1,000,000, \$1,000,000 will be paid.

SIR CHARLES TUPPER: If the contractor does work to that extent within that period, he will, of course, be paid.

Vote agreed to.

SIR CHARLES TUPPER.

Slides and Booms.

126 { To pay to T. B. Normand for services as Acting Superintendent St. Maurice Works, from October, 1875, to October, 1878, as per account..... \$1,095

Telegraphs.

127 { Land and Cable Telegraph lines for the sea coasts and Islands of the lower rivers and Gulf of the St. Lawrence, B.C., and the Maritime Provinces, namely:
Extension of the Coast Telegraph System of the lower rivers and Gulf of St. Lawrence, from Baie St. Paul to Bersimis and branch to Chicoutimi..... 10,000
Proposed new Submarine Cable route between Vancouver's Island and mainland via Nanaimo and Point Grey..... 26,000
Transfer of the Western Union Telegraph Company's lines and cables to the Government of Canada..... 24,000

In reply to MR. MACKENZIE,

MR. LANGEVIN said, in reference to the cables across the Gulf of Georgia, that these telegraph lines in British Columbia cost a very large sum of money and were not self-sustaining, the expenditure every year being very largely in excess of the revenue. The cables between Victoria and the American Sound were constantly out of order, the bottom of the straits being, in certain places, rocky. The cables had, therefore, been frequently broken, and the cost of repairing them was very great. It was now proposed to purchase the land lines of the Western Union Telegraph Company, which had previously been rented by the Government, and some of the cables would be utilised for the purpose the Government had in view of laying a cable from Nanaimo to Point Gray, and thence to New Westminster. By this means they would save a large annual expenditure for the maintenance of cables. Under the contract that existed previously to Confederation, between the Government of British Columbia and the Western Union Telegraph Company, whenever the Government would desire to adopt a new system they would be bound to put in perfect order the cables as well as the land lines in our Territory. They alone would cost a very large sum to this Government; but by the proposed change they purchased the line, and by purchasing the line, which was to a great extent in good