

that the state of things in the North-West is now being used in St. Paul and by the landed interests of the Northern Pacific Railway as a reason to persuade people that they should not go further than St. Paul, and that immigrants intending to go to Manitoba and the North-West should stop on their side of the boundary. Reports are circulated that the whole country is in a condition of war, and that life and property are in danger north of the boundary line. We are certainly giving some countenance to that by our discussions. I think we should leave the matter in the hands of those who are responsible to the country, and should go on with our business as if it was not a matter of life and death to the Dominion of Canada.

Mr. BLAKE. It is a matter of life and death to a good many people.

Mr. CARON. With reference to what the hon. gentleman has said about the companies which were disbanded in the North-West, I wish to state that they were disbanded in consequence of the disorganised state in which they were. Colonel Houghton was sent up as usual to hold his inspection of the various companies, whose names appeared on this paper, and he found that these companies were completely disorganised. We did not treat them differently from any other companies in any other district. When any companies become disorganised, the invariable practice of the Department is to call in the arms and put them in a place of safety.

Mr. WATSON. I believe those companies were organised and drilled for years; and they disorganised themselves simply because they could get no uniforms. All that they were furnished with was a common saddle, I believe, and a carbine rifle; and they could not get uniforms or places to drill in with their horses. This was the reason they were disorganised. I am surprised to hear any member of this House get up and make such remarks as those which have fallen from the hon. member for Richmond and Wolfe (Mr. Ives). He evidently looks at the matter like a speculator in that country, as some other members of this House are.

Mr. IVES. I am not as much a speculator in that country as you are.

Mr. WATSON. There are people in the country surrounded by thousands of Indians, as the hon. gentleman knows—Indians that I believe the Government is preparing to guard the people against now. I believe the Government is perfectly right in sending a large force of men into the country. It is better to discuss the matter in this House than to have more bloodshed, and I am surprised at any hon. member getting up and speaking in the way the hon. gentleman has done.

THIRD READING.

Bill (No. 73) to incorporate the Alberta and Athabaska Railway Company.—(Mr. Williams.)

SECOND READING.

Bill (No. 114) to comprise in one Act a limitation of the share and loan capital of the Hamilton Provident and Loan Society—(from the Senate).—(Mr. Kilvert.)

INTERCOLONIAL RAILWAY—CONSTRUCTION TO INDIAN TOWN.

Mr. WELDON asked, What amount has been paid on account of the construction of the Intercolonial Railway to Indian Town? What was the cost of survey, and does such cost include costs of surveys prior to 1884.

Mr. IVES.

Mr. POPE. The amount paid on account of construction is \$33,981.65. Cost of surveys prior to 1884, \$1,884. No expenditure made on surveys in 1884.

INTERCOLONIAL RAILWAY—COST OF EQUIPMENT.

Mr. BLAKE asked, What is the cost of the existing equipment of the Intercolonial Railway?

Mr. POPE. \$5,627,719.

POST OFFICE AT "LES FONDS."

Mr. RINFRET asked, Whether it is the intention of the Government to establish a post office at a place called "Les Fonds," in the Parish of St. Antoine, county of Lotbinière?

Mr. CARLING. It has been decided to establish a post office at the place mentioned.

PORT MOODY DOCK, BRITISH COLUMBIA.

Mr. CASEY asked, Have tenders been called for or received, or has a contract been let for the renewal or repair of dock at Port Moody, British Columbia, reported by engineer to be gravely injured by borers in 1883? If so, at what date? What precautions is it intended to take to prevent fresh injury by borers? What material is to be used in renewals or repairs?

Mr. POPE. Tenders have been called for, but no tenders have been received and consequently no contract has been let. About a month ago they were called for, as near as I can remember. As to the precautions taken, it is designed to have iron and concrete below high water.

CANADIAN PACIFIC RAILWAY—EASTERN DIVISION—EARNINGS AND EXPENSES.

Mr. BLAKE asked, What were the earnings and working expenses of the Canadian Pacific Railway, Eastern Division, for the year 1884?

Mr. POPE. I have not the information. If the hon. gentleman moves for it in the ordinary way, I will send to the Railway Department for it.

CANADIAN PACIFIC RAILWAY—WESTERN DIVISION—EARNINGS AND EXPENSES.

Mr. BLAKE asked, What were the earnings and working expenses of the Canadian Pacific Railway, Western Division, for the year 1884?

Mr. POPE. Same answer.

QU'APPELLE VALLEY FARMING COMPANY.

Mr. BLAKE asked, Whether the Qu'Appelle Valley Farming Company has applied for a change in their agreement with the Government and whether any change has been made therein?

Sir JOHN A. MACDONALD. Yes, they have applied for a change in their agreement, and a change has been made. I will bring down the particulars.

MAIL TRAINS—GRAND TRUNK RAILWAY.

Mr. CAMERON (Middlesex) moved:

For a return showing the date of departure from Toronto and arrival at Brockville of all trains on the Grand Trunk Railway carrying Her Majesty's mails from the 1st February to the 30th of April, in the years 1881, 1882, 1883, 1884, and in the present year up to the date of the return; also, the date of departure from Brockville and arrival at Ottawa of all similar trains on that portion of the Canadian Pacific Railway between the two points last named during the same periods of time.

He said: My purpose in submitting this motion is to draw the attention of hon. members to the very serious delay that