

Mr. VAIL. He was employed by the Nova Scotia Government for a considerable time, and was a valuable officer, and it was unfortunate for him that he had to be moved to Toronto. Everyone knows it is impossible to support a family of any size upon a small pittance like this. I am sorry his case is a hard one, and would have liked to see the Minister do a little better for him. Perhaps at a future time he will reconsider the case.

Mr. MITCHELL. I object altogether to granting gratuities of this kind to these officers. If there is any law which provides for granting pensions or gratuities to them, they should have them, but if not, these sums of money should not be placed in the estimates in this way, but a law should be brought into Parliament and discussed. There are thousands of people employed by the Government and by private individuals who have served years and years and have only what they have saved out of their earnings to live upon, and the same thing should be applied in the Militia Department.

Mr. CAMERON (Middlesex). Does the Minister propose to place the military districts in charge of the commandants of the Military schools where such are located?

Sir ADOLPHE CARON. I do, as much as possible, thus saving the salaries of the adjutant-general and brigade major.

Mr. CAMERON (Middlesex). A difficulty arose recently between the commandant at Toronto and one of the volunteer corps. Those officers who are permanently employed and those who are more of a volunteer character do not generally assimilate together, and I fear other difficulties will arise if this policy is carried out. The saving is not very great when the additional pay and perquisites received by the commandant are taken into consideration.

Canadian Pacific Railway—British Columbia... \$200,000 00

Sir RICHARD CARTWRIGHT. Is that on the Onderdonk contract?

Mr. McLELAN. The rolling stock that was under contract reverted back to the Government. The Government was to take the rolling stock back that might be on the contractors' hands at the completion of the contract. The contract has not been adjusted, I think, as yet.

Mr. BLAKE. What is the amount of Mr. Onderdonk's demand?

Mr. McLELAN. I am told he has not presented an account, and there is no final settlement. This is a statement of the rolling stock, engines, &c. I am told he has not put in any claims.

Mr. MITCHELL. Are the accounts settled yet?

Mr. McLELAN. No, the accounts are not settled. I asked if he had put in a claim, and they told me no. There are twenty-nine locomotives and a number of cars. These have been valued by the mechanical superintendent of two railways and the engineer of construction. The engines are valued at from \$3,000 to \$9,450. The one at \$3,000 is struck out as being unfit, as by the terms of the contract it was only the rolling stock that was considered fit for use.

Mr. MULOCK. They have been used in the construction of the road?

Mr. McLELAN. Yes.

Mr. MITCHELL. What was done with these locomotives?

Mr. McLELAN. The Government has them on hand yet.

Sir ADOLPHE CARON.

Mr. BLAKE. \$9,450, at the present prices seem to be very high for a second-class locomotive that has been used some years. I think we can get a new locomotive for \$7,000.

Mr. FOSTER. It takes a lot of money to get them over there.

Mr. BLAKE. Then we are to pay for transporting them there also, although the contractor took them there to make his contract. Are they in the possession of the Government now?

Mr. McLELAN. Yes.

Mr. BLAKE. Is the Government running the road now?

Mr. McLELAN. No.

Mr. MITCHELL. If we had the engines here running on a road they would be of more value.

Mr. BLAKE. Then the road is not being run?

Mr. McLELAN. There is an arrangement with Mr. Onderdonk to carry the mails, and I believe that he also carries such passengers and freight as may be presented. A certain portion of the road is being run.

Mr. BLAKE. With this rolling stock?

Mr. McLELAN. I cannot say that.

Mr. BLAKE. It is being run now, on account of the Government, by arrangement with Mr. Onderdonk.

Mr. McLELAN. The arrangement with him is to carry the mails, and he also carries freight and passengers.

Mr. BLAKE. The question of whether the road was built according to contract would be one question, and the question how much should be paid to him would be another. Are either of these points settled?

Mr. McLELAN. The report of the chief engineer is that the work is up to the contract.

Mr. BLAKE. Then has the Government accepted that report of the chief engineer and decided to accept the work?

Mr. McLELAN. No, it has not been officially carried through yet.

Mr. BLAKE. Unless the report of the chief engineer is overruled, it may be taken that the work is up to the contract. The story is that Mr. Onderdonk has presented a large claim for extras.

Mr. McLELAN. The work has not yet been passed over to the Canadian Pacific Railway. I do not know there is any difference between the Department of Railways and the Canadian Pacific Railway. I have not heard of any. I suppose Mr. Onderdonk was here in connection with this matter of rolling stock. The report of the valuator is dated March.

Mr. BLAKE. Has the Canadian Pacific Railway been asked to accept the road?

Mr. McLELAN. I cannot say.

Mr. BLAKE. Has the Canadian Pacific Railway Company made any statement or communication to the Government as to the position of the road relative to what they are entitled to demand under the contract?

Mr. McLELAN. It has not come before the Government; it may have come before the Department of Railways.