

VANKLEEK HILL POST OFFICE.

Mr. ROUTHIER moved for: 1st, copies of all correspondence and documents in relation to the dismissal of Duncan McDonell, late Postmaster of Vankleek Hill, in the County of Prescott; 2nd, copies of all correspondence between the Postmaster General and one McLaurin, the present Postmaster of Vankleek Hill, respecting his appointment to the said office, the salary allowed him, and the management of the said post office generally; 3rd, copies of all instructions given to the said McLaurin, in relation to the holding of the said post office of Vankleek Hill.

Motion agreed to.

CANADIAN PACIFIC RAILWAY.

Mr. BLAKE in moving for copies of all orders in Council, correspondence, reports, and papers touching the contracts for the two sections of 100 miles each of the Canadian Pacific Railway, west of Red River, and touching the cancellation of either of the said contracts, the execution of the work thereon, and the cost thereof, said:—It is stated that the contracts for the two sections of 100 miles each, west of Red River, or one of these contracts, at any rate, has been cancelled, and that one or both are being carried out at the cost of the Government, by some arrangement by which the contractors have become overseers for the Government. I think it is well that we should have all the papers on the subject.

Motion agreed to.

Mr. BLAKE, in moving for a map showing the proposed railway grants, under the Canadian Pacific Railway contract on the Table, in so far as with the present information the same can be laid down, said: It will be remembered that, under the former system, the hon. leader of the Government brought down a map showing the alternate sections of the railway lands, and I suppose a similar map is being prepared in the department to indicate, approximately at any rate, where the railway lands will be taken from; at any rate, as far as they can be taken from the twenty-four mile belt. I think that would be a reasonable precaution, and it ought to be done now, if it has not been done.

Sir JOHN A. MACDONALD. As the hon. gentleman understands, the plan is this: There are six ranges of townships on each side; every alternate section in these townships is to be given to the Canadian Pacific Railway Syndicate to make up the 25,000,000 acres, inclusive of the Hudson's Bay sections and the school sections—there are four sections excluded from every township. It will probably be found that there are people who have settled upon some of these lands in advance of the surveys, and their rights must be protected. The hon. gentleman can make the calculation for himself of the quantity of land to be given in each township along the line of railway, less the unknown quantity of land that may be occupied by squatters. But I may state that, roughly calculated, the land along the direct route from the western boundary of Manitoba to Jasper House, at the foot of the Rocky Mountains, will amount to about 11,000,000 acres.

Mr. BLAKE. Is that after allowing for any waste lands or lakes?

Sir JOHN A. MACDONALD. I think not, but I am not quite sure about that. I asked the Surveyor-General to state roughly the amount, and he stated about 11,000,000 acres. As regards the balance, the hon. gentleman will see by the contract that, in order to encourage the Pacific Railway Company to build as many branches as possible, we give them the alternate sections along the line of any branch railway they may build in order to make up the 25,000,000 acres. But if they do not build any branch lines the deficiency is to be made up with lands selected by agreement between the Company and the Government.

Mr. BLAKE. Of course I was aware of the mode in which any deficiency was to be made up, but it appeared to me that a map might be made showing where such railway lands lay as are to be found within the twenty-four mile belt. I was not aware that it was intended to exclude the lands in Manitoba from the operation of the railway grant; but, perhaps the hon. gentleman assumes that the amount within that Province will be so little that it is hardly worth mentioning.

Sir JOHN A. MACDONALD. Yes.

Mr. BLAKE. And, therefore, we may assume that the twenty-four mile belt will be substantially from the western boundary of Manitoba to the Jasper House Pass?

Sir JOHN A. MACDONALD. The information furnished was in answer to an enquiry I made in my department; but I would not like to be bound by it. The return will bring down more particulars which the hon. gentleman wants.

Mr. MILLS. Will the return show the lots actually occupied between the western boundary of Manitoba and Fort Ellice. There must be a large portion of land in that region taken up?

Sir JOHN A. MACDONALD. I suppose there is no very accurate information as to squatters, who are entering our country from all points of the boundary. They do not all come in at Emerson. It is impossible to say where they all are. Of course, the return will show honestly all the lands appropriated and sold, or under contract of sale, homesteaded, or otherwise disposed of.

Motions agreed to.

PACIFIC RAILWAY MODIFICATIONS.

Mr. BLAKE moved for an Order of the House for:—

(1.) A statement showing, in detail, the particulars of the various modifications and alterations made in location, design and otherwise, whereby the estimated cost of the section of the Pacific Railway between Kamloops and Yale was reduced in April, 1880, from the estimate in 1878, and a statement of the amount of such estimate of 1878; also a statement showing, in detail, the particulars of the further various modifications and alterations whereby the reduced estimates of April, 1880, was further reduced in April, 1880; also a memorandum of the quantities and prices allowed in respect of the several modifications and alterations referred to in each such statement, and particulars of the character of the projected line as it was designed to be constructed under each of the said three estimates, including information as to the grades and alignment in the forms given in the report of Mr. Cambie for 1878, and including a description of the character of the bridges, culverts, and other structures, and other works under each estimate, and all other particulars necessary in order to show what the line was to be like according to each of the three estimates.

(2.) Similar statements as to the section between Yale and Port Moody.

(3.) Similar statements as to the section between Thunder Bay and Selkirk.

(4.) Similar statements as to the section between Selkirk and Jasper.

(5.) Similar statements as to the section between Jasper and Kamloops.

(6.) Profiles of the said several sections according to each of the said proposed systems of construction.

He said: It is very well known, with reference to the Canadian Pacific Railway, that various estimates have been made at different times by the Chief Engineer and other officers, of the cost of that work, and of the various sections of that work. These estimates varied naturally, irrespective of any question of a change in the character of the work, as further information was obtained by the engineers, and it became possible, more accurately, to set down a price for the cost of the work. But they have varied also in later years for another and quite intelligible reason—alterations in the character of the work projected. Some persons, of course not in this House, where we are all well informed, intelligent, all fair and candid men—but, some ignorant, uninstructed, uncandid and unfair persons, outside the House have compared the estimates made of those different kinds of work with one another, as if there was really no difference at all in the character of the work. It