

decessor in office, and if, amongst the many charges that were made, some should well deserve the criticism of an impartial and patriotic man, he (Mr. Bellerose) had good reasons to believe the honorable Minister could not be held responsible further than this, that he had done what he thought right, not knowing the motives of those to whose suggestions he had yielded. It was well known that the Minister of Justice had to depend upon the inspector for the information which he received regarding the administration of the penitentiary, but from all he (Mr. Bellerose) had seen and all he knew, he felt confident that the inspector had always taken every proper means to inform himself correctly upon the various matters to which he had to attend. But, while he was ready to admit so much, he could not forget that the inspector must very often depend upon the veracity and integrity of his subordinate officers for the statements which they made to him. Now, he could tell honorable gentlemen that the report on penitentiaries of the Dominion was a good proof that the Government might sometimes be misled by their own officers. Having gone over the reports of the different employes of the Government at the Penitentiary of St. Vincent de Paul, he (Mr. Bellerose) regretted to have to say that they did not all contain such a correct statement of facts as the Government and Parliament were entitled to receive at the hands of those public servants. But, as he had said, it was not extraordinary if it sometimes happened that ministers, so misled, did what was wrong, believing that they were doing right. Having stated so much, he would not add anything more, hoping that the few words he had uttered, might have their good effect, and help the honorable minister to achieve the end he seemed to aim at, the administering of such institutions, apart from all political influence and party feeling, in accordance with the true principle laid down by a French gentleman (Mr. Duchatel) who, it was known, was a good authority on such questions, and who had said, "A careful choice of employes is the final condition of a good penitentiary-regime."

Hon. Mr. SCOTT promised to call the attention of the Minister of Justice to the statement.

The motion was carried.

THE ROUTE OF THE PACIFIC RAILWAY.

Hon. Mr. GIRARD moved the adoption of the third report of the Select Committee appointed to enquire into and report as to the best route for the Pacific Railway west of Keewatin. He said the report had been adopted unanimously by the Committee.

They were of opinion that the Southern route should be surveyed during the coming summer.

Hon. Mr. SCOTT said he was not present at the meeting of the Committee when this report was adopted. The House could quite understand that he, as a member of the Government, could not acquiesce in the report. He would bring the matter under the notice of the Minister of Public Works, and invite his earnest consideration of the report. In the meantime the report could be adopted by the House on a division.

Hon. Mr. GIRARD said while the Secretary of State had not been present at the adoption of the report, he had exhibited during the investigation, such good will and such a desire to discover the truth of the question, that it might safely be assumed he would like to see the Southern route surveyed.

Hon. Mr. MACPHERSON hoped the Government would act on the recommendation of the report. It would not delay the construction of the road, and the expense involved would be comparatively trifling. It was known that the country between Lake Superior and Red River, for 420 miles, was utterly unfit for settlement, and along the located line of railway the country was very much the same for 120 miles, or further. It was exceedingly desirable that the road should traverse a country fit for settlement. The colonizing character of the line should be kept in view as much as possible, and there could be no doubt that a line south of Manitoba would develop and settle the North West much more speedily and effectually than the located line. It was, therefore, important that full information should be had as to the character of the two routes before finally locating the line.

Hon. Mr. SUTHERLAND said as the portion of the southern route to be surveyed was very short, the expense would be light. A considerable portion of the route, it was agreed upon by all, was very favorable, and there was only one-third of it where surveys would be necessary. One strong point in favor of the southern route, was that it would save some thirty-one or thirty-two miles in the building of the Pembina Branch.

Hon. Mr. KAULBACH said Mr. Fleming had selected the northern line, and was so strongly in favor of it that he might be prejudiced against the southern route. He hoped some impartial person would be employed to make the survey, in whose report the House could place confidence.

Hon. Mr. BROWN was glad the committee had not reported against the decision of