

April 12, 1871

Hon. Mr. LANGEVIN said he had already explained the nature of the work. There was a bridge on the road from Thunder Bay to Lake Shebandowan; gravel had to be laid on the wood; some 25 miles of the road from the Lake of the Woods to Fort Garry would have to be completed; and dams would be erected to lighten the work at the portages.

Mr. MACKENZIE asked whether it was true that some change had taken place in the contracts for the construction of the steamer.

Hon. Mr. LANGEVIN said the contract was about \$35,000 and although some changes were made in the specifications the price was not changed.

Item carried.

The following items were passed after explanation by **Hon. Mr. TILLEY**.

To pay Contingencies of the Port of Halifax, Nova Scotia, for the fiscal year ending 30th June, 1868 \$2,032.58.

To pay the salaries of Preventive Officers and expenses at Port Hawkesbury, Nova Scotia, for the three years, 1867-68, 1868-69, 1869-70 \$661.16.

To pay the salary of the Seizing Officer, Canada Creek, Port of Cornwallis, Nova Scotia, from 1st July, 1867, to 30th June 1871, at \$40 per annum \$160.00.

To pay the salary of the Preventive Officer, Tusket Wedge, Nova Scotia, for 1868-69 and 1869-70, at \$60 per annum \$120.00.

Also, without comment,—

To pay the cost of Standard Weights and Measures and other expenses consequent on assimilation of Weights and Measures (the unexpended balance to be carried forward to the fiscal year, 1871-72) \$50,000.00.

To pay Collectors' allowances, N.S. and N.B. on duties collected by them, estimated at \$2,700.00.

To pay for Mail Service in the Province of Manitoba, and for payment to the United States Post Office of Transit Rates for the conveyance of closed mails to and from Manitoba \$6,000.00.

Also, on explanation by **Hon. Mr. LANGEVIN**,—

European and North American Railway extension, working expenses \$8,000.00.

Maintenance, salaries of staff, &c., for the month of June, 1871 \$15,000.00.

On the item of \$100,000 for survey in Manitoba, **Hon. Mr. McDOUGALL (Lanark North)** asked for information.

Hon. Mr. HOWE said the survey would be placed in the care of Colonel Dennis and would be pushed forward as rapidly as possible. A Commissioner would be sent to make arrangements with the Indian Tribes to allow the survey.

Item carried.

On the item of \$250,000 for survey and location of Pacific Railway,

Hon. Mr. HOLTON asked for some particulars as to what would be done in this matter.

Hon. Mr. LANGEVIN said the Government intended to instruct their Chief Engineer to survey for a railway from Lake Nipissing towards the Rocky Mountains. Of course nothing definite could be said beforehand, but the intention was to organize parties to act in different sections, and to ascertain the best pass through the Rocky mountains. On the other side of those mountains several routes would have to be surveyed, and the terminus would have to be decided upon, so that many parties would have to be engaged on a reconnaissance so as to guide the Chief Engineer in the location of the road in the following season. He quoted the opinions of several engineers who favoured Vancouver's Island as the Terminus.

Mr. MACKENZIE asked for the names of the Engineers referred to.

Hon. Mr. LANGEVIN said he had done his best to collect full information, but he did not think he was called upon to name his authorities.

Mr. MACKENZIE said when opinions were quoted, the authors of those opinions should be given.

Hon. Mr. HOLTON spoke to the same effect.

Hon. Sir FRANCIS HINCKS said that if reference had been made to a report of any one officially employed, of course the names should be given, but under the circumstances they were certainly not called for.

Hon. Mr. HOLTON asked whether the Government had appointed the Chief Engineer.

Hon. Mr. LANGEVIN did not think he was called on to name his informants. The vote was asked for the special purpose of obtaining proper information as to the route. It was admitted that if the terminus were at Vancouver's Island there would be a great difficulty in crossing from the mainland. This would be evident to any one who consulted a map, but he did not advocate any one line, as although much had been said and written, a proper survey had never been carried through. The Government had no selection for the office of Chief Engineer.

Hon. Mr. McDOUGALL (Lanark North) said that as the matter was simply a reconnaissance the word location should be struck out.