

and I hope the Minister will give them a chance to improve their condition. The hon. member for Queens has made a very long statement with regard to this question. Well, I suppose he is interested. No doubt this question comes home to him very closely. I would wish that when he makes some complaint with regard to the working of that railway, he should go outside of his own family circle. The hon. gentleman complained that his own people, those who are very intimately connected with him, have not received justice. Now it is very wrong, I think, that because the hon. gentleman has some fault to find with the management of the public works of this country, he should bring his grievances here for the purpose of airing in this House what he may think a matter connected with himself. The hon. gentleman, no doubt, thinks that his own family, in this regard, has not been fairly provided for. I know very well that the hon. gentleman's family have been in the past very fairly provided for in Prince Edward Island; and a very important member of that family, in fact, I may say, the father of the hon. gentleman, is in the employ of the Government under the superintendence of the Minister of Railways, and I think he has dealt very fairly with him. When the Minister found it necessary to curtail the expenditure in connection with the Island railway, he found it necessary that the hon. gentleman's father should take a somewhat smaller salary than he had been receiving from the former Government; but when he found the Government railways were paying an equal *pro rata* on the Island with those on the mainland, he raised the salary of the hon. gentleman's ancestor. I think it is not right at all that the hon. gentleman should come here and find fault, simply because his father has not received a larger salary. The hon. gentleman's father is, of course, a very respectable man and a fine gentleman, and it is proper that the son should endeavour, if possible, to secure for his father increased pay. But I do not think, on that account, the hon. member should find fault with the Minister of Railways as to the management of the Prince Edward Island Railway. The Minister has dealt as fairly with the employees on the road as circumstances would allow, and I hope he will find it possible in the future to increase the pay of the conductors. The Minister has already increased the salaries of the locomotive engineers, and I have no doubt the conductors would find no fault if they were compensated in the same manner as the engineers.

Sir RICHARD CARTWRIGHT. How does the debt of the Steel Company now stand?

Sir CHARLES TUPPER. I believe the debt has been discharged, and that the Government are now a little in the Company's debt. We have been in the habit of receiving from the Company large quantities of supplies, and although there was a time when the Company was somewhat in advance of us, and I confess I was a little apprehensive as to the result; but we stopped making any payments for supplies, and by receiving the ordinary supplies we required, and retaining the bounty to which they were entitled from the Government on the manufacture of the iron, I believe the balance has been placed on the right side.

198. Repairs and working expenses Windsor Branch Railway..... \$20,000 00

Sir CHARLES TUPPER. The Windsor Branch is held on a lease for twenty-one years, on the terms that we receive one-third of the gross earnings to maintain the line. The amount we receive is a little more than sufficient for that purpose.

Canals—Maintenance and Repairs.

399. Repairs and working expenses..... \$440,062 00
200. Salaries and contingencies of canal officers 20,670 00

Sir RICHARD CARTWRIGHT. What does the hon. Minister expect from the canals, in the shape of receipts, for

the next year? How does he find the improvements are working? What probability is there of increased trade? Has the hon. gentleman anything to say in regard to the policy of the Government as to the reduction or abolition of the tolls.

Sir CHARLES TUPPER. There was a considerable reduction and re-adjustment of the tolls on the canals made a year ago, and the result has been an increased revenue. I will bring down the statement as to the receipts for last year and what we expect for the present year.

Sir RICHARD CARTWRIGHT. Is no further action intended to be taken with respect to the tolls?

Sir CHARLES TUPPER. Not at present.

Sir RICHARD CARTWRIGHT. I should like to call the Minister's attention to the fact that a considerable number of complaints have been made by vessel owners as to the rates charged for towage through the canals.

Sir CHARLES TUPPER. I do not think we have any control over the rates of towage. I will, however, make enquiry.

Sir RICHARD CARTWRIGHT. This matter, if within the control of the Government, is one of considerable importance to the trade and should be investigated. A good many parties who otherwise would make use of the canal are disposed to stop their vessels at Buffalo, on account of the towage expenses.

164. Geological Survey.....\$80,000 00

Sir RICHARD CARTWRIGHT. What information has the hon. gentleman to give upon this vote?

Sir JOHN A. MACDONALD. I think I must refer the hon. gentleman to the Report of the Minister of the Interior, which shows what work has been done last year, and I think also points out what is to be done in the ensuing season. The hon. gentleman will remember that the amount has been considerably increased. The old vote was \$50,000, and it covered all the salaries and contingent expenses. The whole of the salaries are now charged to Consolidated Revenue, and the \$60,000 will be expended strictly in the work of the Geological Survey at the various points indicated by the Director of the Survey.

Sir RICHARD CARTWRIGHT. Does the hon. gentleman know whether the Department has purchased one or more diamond drills?

Sir JOHN A. MACDONALD. I really cannot say.

Sir RICHARD CARTWRIGHT. I suggested, two or three years ago, the desirability of obtaining one or two of these drills, and making a series of borings, to a reasonable depth, at certain points in the Dominion, and I rather think that something of that kind was done, though not very extensively or systematically. I think that probably more important information could be got in that way than in almost any other way in which the amount could be expended. I am not speaking to the prejudice of the regular topographical surveys, or geological surveys, but it has been found that these instruments are becoming very valuable and economical in making these enquiries.

Mr. HALL. Hon. gentlemen are aware that a Select Committee was appointed a few weeks ago to make enquiries with reference to this Survey. That Committee has met from time to time and taken evidence, and their report will be submitted to the House in a few days. It will, however, be so near the end of the Session, that I fear no practical result will be obtained during the present Session, and I feel it therefore to be my duty, as Chairman of Committee, to make a slight reference to some facts which have been adduced, and to the result of their investigations. There is