

increased number of the staff. They were extras, and I found their services were continuous during the year, and that as they could not be dispensed with it was better to place them on the permanent staff. I expect to require, under this system, only two new officers; the others will be taken from the extra clerks in the office now.

17. Department of Public Works..... \$41,430.00

Sir HECTOR LANGEVIN. In the four first items there is no increase except in the second one, a statutory increase of \$50. In the second-class clerks the number is reduced from three to two. The corresponding branch has increased very much and necessitates more help, not only of copying clerks, but of clerks able to make reports, &c. In the account branch the chief clerk has the statutory increase of \$50. Then a third-class clerk is promoted to a second-class clerkship, and we require an additional officer. The technical branch is composed of the engineers, architects, and the mechanical engineers. The first two officers have the salary they had before. The mechanical engineer had never been put on the permanent list, but as he was an officer permanently necessary, we thought best to put him on the list at a salary of \$2,000. The chief clerk in the engineering branch has his increase of \$50. There are five new officers, three of the second-class and two of the third. These officers are constantly required, and the Government thought best to put them on the permanent list of the Department.

Mr. MACKENZIE. I suppose there is no use in finding fault on this side of the House, but the hon. gentleman will see that there is an increase of \$10,000 in the expenses of the coming year. That is a most extraordinary expenditure, and one that I cannot understand.

Sir HECTOR LANGEVIN. The increase is more apparent than real. It is an increase on the permanent staff, but it is not an increase in the number, nor in the expenditure of the Department. These officers have been there for a number of years. Mr. Arnoldi, for example, the mechanical engineer, has been there for a long number of years. He has charge of the heating apparatus, the lighting apparatus, &c., of these buildings, as well as the Ottawa Post Office, the Geological Museum, and the other departments that are not in these buildings. So that, though it is an increase on the permanent staff, it is really not an increase in the number of officers, because they have been at work for years past.

Mr. MACKENZIE. Is there any other person but Mr. Arnoldi, in that position, who has been placed there for the first time?

Sir HECTOR LANGEVIN. Yes; there are other officers that might have been brought in; for example, the Superintendent of Telegraph Lines. The question has not been brought up how far these lines shall be kept in the hands of the Government, and, therefore, we still pay that officer out of the money voted for the telegraph system. But if it is afterwards decided that the Government shall take control of the telegraph lines, then, most likely, the superintendent of that system will have to become a permanent officer and be put on the list. It must grow not only in that direction, but in all directions, and the number of officers must be increased in proportion to the work that is placed on this Department or any other Department.

Mr. MACKENZIE. The increased expenditure last year was \$3,150; it is now \$5,100.

Sir HECTOR LANGEVIN. The work was done by officers who are not permanent, and who have been employed for years and years; but as the clerks were

really permanent clerks it was proper they should be placed on the permanent list. It is always painful to find a clerk who does his work well and has the confidence of his chief, to be in the Department as a temporary clerk, and liable to lose his position any day; and if his services are required permanently it is proper for the chiefs to say: "We will place you on the permanent list and give you a chance to rise; and if, after a number of years, you become unfit for work, you will receive a small superannuation allowance."

Mr. MACKENZIE. I entirely agree with the hon. gentleman as to the treatment which should be given to such clerks, but he takes the same amount for contingencies.

Sir HECTOR LANGEVIN. The hon. gentleman is perfectly correct. The contingencies must follow the increase of work. If we have more works going on in all sections of the Dominion we must have more contingencies. For example, works are carried on in Prince Edward Island, British Columbia and the North-West. The season is short, and it is hardly possible or feasible to write a letter and wait for an answer before giving every order. Accordingly, we have to send telegrams which cost something, especially to British Columbia, and we have often to pay for long answers, and these amounts are paid out of contingencies. As these works are now more numerous and extend over different portions of the Dominion, a little more money for contingencies is necessary to meet the requirements of the service.

Mr. BLAKE. In 1878, when there was only one Department for Public Works and Railways and Canals, the amount voted for the Department was \$44,676. The expenditure in the Public Works' branch is very near that amount, leaving out the Railways and Canals Department. So it seems exceedingly difficult to reconcile the views of economy which are constantly placed before us with that result. The hon. Minister may say there were a great many persons paid then out of contingencies who are not placed on the permanent staff; but the contingencies for 1878 were only \$1,000 greater than the hon. gentleman's vote for this year, irrespective of the general vote for contingencies. I make this observation because it seems to me to lead to this consideration: The Department was divided at the time when it was the policy of the Administration itself to build the Pacific Railway. That is now under construction under another arrangement, and the principle objects of separating the Department no longer served; and I was about to enquire whether the Government have taken into consideration any proposal for the reconsolidation of those two Departments since their division seems to have been attended with very large additional expenditures.

It being Six o'clock, the Speaker left the Chair.

After Recess.

THIRD READINGS.

The following Bills were severally considered in Committee, reported, and read the third time and passed:—

Bill (No. 41) to incorporate the Dominion Railway Trust and Construction Company of Canada, limited.—(Mr. Small.)

Bill (No. 88) to unite the Winnipeg and Hudson's Bay Railway and Steamship Company and the Nelson Valley Railway and Transportation Company into one corporation, under the name of The Winnipeg and Hudson Bay Railway and Steamship Company.—(Mr. Cameron, Victoria.)

Bill (No. 64) to incorporate the Pacific and Peace River Railway Company.—(Mr. Cameron, Victoria.)