

tleman refers, as I found it impossible to know exactly the full meaning and force of the last order without it. Of course it takes a few days to get it, but no time has been lost. The moment the order appeared in the newspapers, instructions were given at once to procure the paper.

SUPPLY.

The House again resolved itself into Committee of Supply.

(In the Committee.)

Lighthouse and Coast Service..... \$549,990

Sir RICHARD CARTWRIGHT. The Minister of Marine promised to give explanations on points to which his attention had been called by the hon. member for Prince Edward (Mr. Platt).

Mr. McLELAN. With respect to Weller's Bay light, I may say that a sand bar on point is in course of formation, and until it ceases the lights cannot be permanently placed to lead clear.

Sir RICHARD CARTWRIGHT. The hon. gentleman's attention was also called to the practice, which was likely to lead to abuse, of lighthouse keepers farming out their places, and employing other persons at inadequate salaries. A statement was made with respect to that matter, and the hon. member for Prince Edward gave an instance of the light at Knap's Point, in which case a statement was made that the man who had been employed as assistant had reported to the Department that peculations had been going on with respect to the supplies. The hon. gentleman promised some information on this matter.

Mr. McLELAN. An investigation was held. It was found that in one of the cases the man appointed had farmed out the work without the sanction of the Department, and when the attention of the Department was called to it, the man who was removed made charges against the lighthouse keeper of peculation. Enquiry was made, and the report was that nothing, except some small article in connection with the lighthouse, had been taken. The man appointed was given notice that he must either attend to the light himself or resign.

Sir RICHARD CARTWRIGHT. The Minister was requested to produce what papers he had on the subject. Has the hon. gentleman the papers with him?

Mr. McLELAN. I did not so understand it. I can, however, send copies to the hon. gentleman.

Sir RICHARD CARTWRIGHT. I understand, then, from the Minister, that the practice of farming out—I do not mean employing members of the man's family—is distinctly contrary to the regulations of the Department.

Mr. McLELAN. Yes.

WAYS AND MEANS—CONCURRENCE.

House proceeded to consider resolutions reported from Committee of Ways and Means on 3rd March last, and 9th July, the latter to take effect on and after the 6th day of the present month of July.

Mr. BOWELL. The item with regard to labels should be amended by striking out the word "colored." I find that misapprehension as to the words "colored labels," has already arisen, among those who do not understand the technical meaning of the term. They think that it applies to any label printed on colored paper, but that is not the intention. I therefore move that the word "colored" be struck out.

Resolution, as amended, concurred in.

Sir RICHARD CARTWRIGHT. I asked the hon. gentleman to obtain some information as to the quantity of spirits ex-warehoused at certain points, particularly in Quebec, which he promised to ascertain.

Mr. BOWELL.

Mr. BOWELL. I have not been able to ascertain that yet. I will give it to the hon. gentleman to-morrow, or when the Bill is before the House.

Resolutions read the second time and concurred in.

Mr. BOWELL moved for leave to introduce Bill (No. 157) to amend the Customs and Excise Acts.

Motion agreed to, and Bill read the first time.

SUBSIDIES TO RAILWAYS.

Sir HECTOR LANGEVIN moved that the resolutions reported from the Committee of the Whole to grant the further subsidies therein mentioned towards the construction of the railways therein described, be now read the second time.

Mr. LAURIER. The hon. gentleman was to give certain information upon this subject.

Sir HECTOR LANGEVIN. An hon. gentleman asked for some information about the works executed by the Grand Trunk Railway Company on the North Shore line since they acquired it. Of course I cannot give the exact figures, but I will give a general statement. The amounts are: Expended on roadway and buildings to the 31st of December, 1884, \$4,936,000, and to the 31st of April, 1883, \$4,759,000, the difference, \$177,000, being the expenditure made under that head; for rolling stock the amount was very small, \$300 or \$400; for machinery to the 31st December, 1884, \$39,324, and to the 21st of April, 1883, \$32,186, the difference being about \$7,000, and for furniture a few hundred dollars, the whole being \$7,679; paid to the city of Quebec on account of the Palais harbor property, \$30,000; paid for the Jacques Cartier extension \$150,000; material on hand, \$25,000; sundries, \$19,600. All these sums, with the amount of \$250,000 to be paid for the stock, make over \$500,000. This does not include the interest on the amount paid for the stock and other expenditures. As to the improvements to be made on the road, I cannot give the exact figures, but I will give generally the proposed arrangements. At Quebec there will be an elevator or two at the harbor works, and no doubt the line would have to be extended to the embankment in order to give facilities of communication between Palais Harbor and the docks. Of course, besides that, they would require to have sidings and other terminal facilities. Then a number of bridges that are in wood would have to be put in iron, and generally the line would have to be looked after in order to put it on a par with the remainder of the line. This will cost about the sum I mentioned the other day when I brought the resolutions before the House.

Mr. LAURIER. The hon. gentleman said the other day the company had already expended \$250,000 on improvements, and promised to give the details. He has not done so.

Sir HECTOR LANGEVIN. Yes, I have. The expense of roadway buildings was about \$180,000, and there are the amounts I have stated making the full amount.

Mr. LAURIER. I need hardly state to the House that having the honor to be one of the representatives of Quebec city I take a deep interest in the matter before us, but I have thought it preferable, under all the circumstances, to wait before offering any observations on the subject submitted to the House, until the Government had given us all the details which it had to give on its policy. Leaving aside that part of the resolution which provides for a subsidy to the Edmonston and Rivière du Loup Railway, which, in view of the subsequent proposals becomes of minor importance, the resolutions show us two things: first, that with regard to the policy announced last Session by the Government, of making the