

the Session, as the subject was of a character that entitled it to full and earnest consideration.

Hon. Mr. MACKENZIE said that as the discussion of the subject was likely to develop into a long debate, he would ask the hon. gentleman not to proceed now, as a long debate could not be indulged in without blocking the pressing business of the House.

Mr. BURPEE consented not to proceed with his speech, and the matter dropped.

THE AMBROSE SHEA CLAIMS.

On motion of Mr. Cartwright, the House then went into Committee of Supply.

On item 37, appropriating \$11,866 for the purpose of meeting the probable claims of Hon. Ambrose Shea,

Hon. Mr. CARTWRIGHT explained that this item was put in the estimate to meet the possible expenditure which might be necessitated by the report of the Committee of the House which considered the matter. Of course the Government would consider it their duty to enquire into the grounds on which the claim was based. The amount in the Supplementary Estimates was the exact amount without either interest or commission on the sum claimed by that gentleman.

The item was passed.

CHANGE OF GAUGE ON RAILWAYS.

Items 39 and 40 were passed.

On item 41, to pay for balance of cost of change of gauge on railway lines, Nova Scotia and New Brunswick (\$38,758.12 from 1874-75) \$168,768.12.

Hon. Mr. LANGEVIN asked what the change of gauge would cost altogether?

Hon. Mr. MACKENZIE said there had been expended up to the present time \$821,124, but there were credits for old material sold, which would make a considerable reduction on this amount. There was expended on the Windsor and Annapolis Railway in repairs as well as in change of gauge, very nearly \$105,000. The reduction in the expenditure would be about \$80,000, by the sale of old material. The expenditure on the Windsor and

Hon. Mr. VAIL.

Annapolis Railroad altogether was \$926,000, of which \$126,000 was yet to be voted, but the 80,000 was to be taken from that amount for old material. They had obtained 37 new engines, and other new stock of the very best description, and he supposed there was no road on the continent better supplied with rolling stock and other material.

The item was passed.

Item 42 was passed without discussion.

WHARVES ON LOWER ST. LAWRENCE.

On item 43, \$124,777 (Vide public accounts 1874-5, part 2, page 398),

Hon. Mr. LANGEVIN said he did not see in the details of this amount anything about the surplus sum required for the wharves on the Lower St. Lawrence. The amount voted by Parliament was \$23,000; the amount expended, \$36,383, making a surplus expenditure of \$12,883, or more than fifty per cent. If the Premier would investigate this matter he would see the money had been squandered. There were too many clerks, overseers and foremen for the number of men employed. The reason was the work had been done by days' labor. The Premier must have been deceived or he certainly would not have allowed the work to be done in that way.

Hon. Mr. MACKENZIE said he was obliged to the hon. gentleman for the manner in which he had called attention to the matter. He promised to look into it. He was desirous to have the work of the Department done most carefully and economically.

Hon. Mr. LANGEVIN said if the work had been done by contract the appropriation would not have been exceeded. When other work was to be done down there—and he hoped the Premier would see his way to making some needed improvement in that direction—he hoped it would be performed by contract.

Mr. SMITH (Selkirk) said he would not be present when the vote for boundary surveys would be reached. He wished to ask if it was intended to have the boundary line surveyed and defined between Alaska and Canada. A good many Americans were en-