

Sir CHARLES TUPPER. To a very large extent. Whenever we considered the claim a reasonable one, we preferred to settle it rather than go to arbitration; for I have been very much dissatisfied with the results of the claims brought before the arbitrators.

Mr. WELDON. What saving of distance is effected?

Sir CHARLES TUPPER. About 12 miles.

Mr. BLAKE. What are the main headings of this enormous expenditure?

Sir CHARLES TUPPER. I will give the hon. gentleman the items before Concurrence.

75. Miscellaneous works, not otherwise provided for \$6,000 00

Sir CHARLES TUPPER. That is the usual vote.

Mr. WELDON. I desire to enquire whether the arrangement with the Pullman Palace Car Company is being continued?

Sir CHARLES TUPPER. As the hon. gentleman is aware, that arrangement has not been very satisfactory, and it is of great importance to the Intercolonial Railway to have a Pullman service from Halifax and St. John direct to Montreal without change. The contract between the Pullman Company and the Grand Trunk Railway expires in August, 1885, and we have proposed to continue the contract with the Pullman Company until the same date. In the meantime, they are to supply additional first-class and Pullman cars with all modern improvements; and as they are to allow the Department to put the existing cars in the shops and have them fitted up with the modern improvements, at the cost of the Company, I trust the service will be much better performed.

Mr. CHARLTON. What is the character of the contract with the Company?

Sir CHARLES TUPPER. They put the cars on the road for the fares collected. The Company keep the cars in repair unless an accident occurs in consequence of the management of the railway. They pay for all ordinary repairs.

CANALS.

76. Lachine Canal \$170,000 00

Sir RICHARD CARTWRIGHT. I notice that of the general canal vote, out of a total vote of \$3,200,500, no less than \$2,243,100 is for a revote. I think it would be convenient if the hon. gentleman would state the policy of the Government with respect to these works. Are they going on with them? These votes do not look as if it was the intention to have them prosecuted.

Sir CHARLES TUPPER. That is true. On the Lachine Canal great difficulty has been experienced in closing some of these contracts and the work has been comparatively slow. Of the total vote of \$170,000, \$370,000 is a revote. The amount asked will be for the final completion of the whole work at an early day.

Sir RICHARD CARTWRIGHT. Has the hon. gentleman arranged about the use of machinery on that canal, as to which there was a difficulty for a good many years?

Sir CHARLES TUPPER. I think that has been satisfactorily arranged.

77. Cornwall Canal \$174,000 00

Sir CHARLES TUPPER. All this amount is a revote. The revote is intended to cover several expenditures for final estimates on section No. 1, \$25,000, and for the works at the upper entrance, \$146,000. This makes \$174,000 required to complete the work at the upper entrance, in addition to that of 1884-85, \$173,000.

Sir RICHARD CARTWRIGHT. Is the hon. gentleman in a position to give us information as to what the Government have finally concluded to do with reference to the general policy of these canals? Is there any intention to deepen the St. Lawrence navigation for a considerable time to come?

Sir CHARLES TUPPER. Only so far as provided for last Session.

Sir RICHARD CARTWRIGHT. What depth will this give in the Cornwall Canal?

Sir CHARLES TUPPER. There have been large expenditures there, as the hon. gentleman knows, but we cannot obtain a much greater depth until the completion of the whole of the canals, when they will have the same depth as in the others—from 12 to 15 feet, according to the plans on which these canals have been designed.

Sir RICHARD CARTWRIGHT. And you do not attain any considerable depth in the Cornwall Canal?

Sir CHARLES TUPPER. Not throughout. With this expenditure, the work which is being done is being done by the enlargement of these canals throughout.

Sir RICHARD CARTWRIGHT. Have the locks been enlarged?

Sir CHARLES TUPPER. Under the Administration of which the hon. gentleman was a member, there was a contract involving an expenditure of some \$600,000 for a portion of the Cornwall Canal, for putting it in the same position with the canals which were deepened throughout—the same depth as the Welland Canal. The probable cost of enlarging the Cornwall Canal for a draught of 14 feet is \$3,400,000. For the present scheme of enlargement for deepening to 13 feet, the amount is \$500,000; and the estimated cost of the present scheme is \$2,900,000. The expenditure up to 30th June, 1882, was \$545,309; for the year 1882-83, \$21,728; and from 1st July to 31st December, 1883, \$6,300. The total expenditures up to the 31st December, 1883, being \$573,338. The probable expenditure for December, 1883, to 30th June, \$49,700, making the total expenditure \$623,038, required to complete; from the 1st July, 1884, \$2,286,520, by which the Cornwall Canal will be completed throughout, on the scheme upon which the present work is being conducted.

Sir RICHARD CARTWRIGHT. That, the hon. gentleman does not propose to go on with?

Sir CHARLES TUPPER. No; that is all until the whole question with regard to the deepening of the St. Lawrence is taken up.

Sir RICHARD CARTWRIGHT. How many locks have been made at Cornwall?

Mr. BERGIN. Two.

Mr. BLAKE. Is it exceptional that we find that nearly all these votes are revotes, or will the bulk be really spent?

Sir CHARLES TUPPER. These canal estimates are furnished by the Department; but we find that the work on the canals is very much smaller than was anticipated. Difficulties arise which prevent the work from being pushed in the same way as railway work. I am inclined to think that these estimates are all very large.

Mr. BLAKE. What I mean is, that, finding that last year three times as much money was asked as has been spent—

Sir CHARLES TUPPER. There are over \$2,000,000 of revotes on these canals.

Mr. BLAKE. Yes; it looks as if there had been an over-estimate all through. I suppose that in preparing the Estimates for next year, the hon. gentleman will call the attention of his officers to the desirability of estimating with a