

Mr. BLAKE. Why is this extra amount required for public armouries and care of arms?

Mr. CARON. This amount is required for payment of services in connection with public armouries and care of arms for 1883-84. The estimated expenditure will be as follows: Allowances for care of arms, 650 companies, at \$40 each per annum, \$26,000; 40 troops of calvary, at \$63 each, \$2,400; total, \$28,400; pay of storekeepers, caretakers, armourers and labourers in public armouries and stores, \$33,144; total amount required for 1883, \$61,544; amount voted, \$52,000, leaving a balance required of \$9,544. I must tell the hon gentleman that for years past this vote has been taken out of other votes which belong more particularly to another branch of the service, but I considered that it was far better to have it under the proper heading, from the fact that these various votes from which this amount was taken were not large enough to cover the expenditure, and I thought it far better to bring down a vote so that Parliament would see what the public armouries and care of arms entailed in the way of expenditure.

Mr. BLAKE. Is the excess or deficiency generally distributed over the vote, or was it in one or two items the original vote was found to be deficient?

Mr. CARON. The deficiency applied to the pay of storekeepers, caretakers, armourers and labourers. Hon. gentlemen will remember that in discussing the estimates which were brought down, I stated that the expenditure had been increased from the fact that some valuable property had been transferred to the Department of Militia, which entailed some increase in the way of caretakers. I can also say that, from the fact that the force was increased by the establishment of the permanent force, it was necessary to employ, in the various stores which were required for the purpose of transmitting the arms and clothing and various articles, an increased number, in some instances, of caretakers. The vote for allowances to the various companies and to the troops of cavalry remains stationary, and has not been exceeded; but of course, whenever there is an increase in the force—take for instance the battalion I have just provided for in Winnipeg—an increase of that kind would naturally entail an increase of expenditure from the number of companies which would be added to the permanent force.

Mr. CAMERON (Middlesex). The hon. gentleman says the increase is largely due to the fact that there is a permanent force. That permanent force is under 600 men. Surely the duty of distributing the necessaries required by these 600 men should not require \$9,544.

Mr. CARON. No; I have given that as an instance of the increase, of a partial increase, to the vote, but I have also stated that the number of caretakers and the number of storekeepers have been increased. Of course, hon. gentlemen will understand that, if the permanent force or the Militia force is increased by a certain number of new companies, naturally the expenditure must be increased. The mere fact of paying \$40 per annum to a company and \$60 to a troop of cavalry is enough to show that, if you increase the number, the vote must be increased also.

Mr. CAMERON. Will the hon. gentleman give us to understand how much of the increase is due to the increased number of companies in the force?

Mr. CARON. I could not exactly say. I could not give the exact amount, but the vote has been too short for years past, as I have explained to the hon. gentleman, and the deficiency upon this vote was taken out of other votes belonging to the Department. I thought it was better, after the experience of three or four years, seeing that this vote was short, to add to it the deficiency which has been provided for in that way, and make one vote which comes up before Parliament under this particular head, for the purpose

Mr. CARON.

of providing for the requirements of the public armouries and care of arms.

RAILWAYS—CHARGEABLE TO CAPITAL.

Intercolonial Railway.

Halifax Extension	\$ 27,000 00
Increased accommodation at St. John	20,000 00
Dalhousie Branch	33,000 00
Rivière du Loup, Town Branch	19,000 00
Repairs and improvements, Rivière du Loup Branch	500 00
St. Charles Branch	230,000 00
Construction Account	10,000 00
To pay legal expenses in the matter of the Halifax Street Railway Company vs. The Queen	108 59
232 To pay Fabien Rochette for land taken	1,702 66
To pay Alexander MacDonell & Co., contractors for Section 5, the amount due them for work done, as recommended by the Commissioners appointed to enquire into claims arising out of the construction of the Intercolonial Railway	47,005 93
To pay James Falconer, of Newcastle, N.B., for land damages	677 85
To pay William Ferguson, of Moncton, N.B., purchase money of land, and interest thereon	2,800 00

Sir CHARLES TUPPER. Halifax Extension, \$27,000. That is composed of an over-expenditure of \$16,000, and provision for two cranes of 15 tons capacity, \$10,000 which, together with sundries and outstanding accounts, make up the \$27,000. Increased accommodation at St. John, \$20,000. That is to complete the building and other works now in course of construction. The total estimated cost of the passenger station was \$123,000. There is available to the 30th November, 1883, \$103,000. We expect it will be finished before the 1st of July. Dalhousie branch, \$33,000. This work was done by the authority of the appropriation of last Session. The total estimated cost of that work is \$93,000; the appropriation was \$60,000, and it requires \$33,000 to complete. That also will be completed during the present year.

Mr. BLAKE. It seems the cost of the work was \$93,000, though it was represented as likely to cost only \$60,000.

Sir CHARLES TUPPER. The details of the expenditure for the six months ending 31st December, were: For land and damages, \$1,100; inspection, \$378; transportation of materials, \$160; together with sleepers, bridging, track-laying, cattle cars, fastenings, &c. Then, the next six months' estimated cost show: Contract price for grading, \$35,420; land and damages, \$500; rails and fastenings, \$27,000; sleepers, ballasting, new stations, extension of wharf and freight shed, \$5,000; frogs and switches, \$200; legal and engineering expenses, \$1,021; making, in all, \$81,492. There is another list of details: Rails, fastenings and spikes, \$27,606; sleepers, \$1,833; ballasting, \$8,400; new station, \$1,500. The freight shed and wharf extension will be the property of the Government, I presume.

Mr. BLAKE. But there seems to be no vote for the wharf.

Sir CHARLES TUPPER. I presume it is all included in the land and damages. On Concurrence I will give more explicit explanation. Rivière du Loup, town branch, \$19,000. The total estimated cost of that is \$44,000, and the appropriation was \$25,000; that leaves a balance of \$19,000 to complete.

Mr. BLAKE. That is nearly double the vote of last year.

Sir CHARLES TUPPER. The Rivière du Loup branch is four miles long. Land and damages were \$2,692; contract price for grading, \$14,104; sleepers, \$2,587; rails, fastenings and spikes, \$18,207; frogs and switches, \$200; ballasting, \$5,600; legal, engineering and other expenses,