

Howe, in the N. W., had given orders for the British flag to be pulled down, &c., &c. Mr. Howe said that this was an open invention and entirely untrue. Mr. McDougall withdrew his proposed regulations respecting lands in Manitoba. Mr. Ferguson moved a resolution for settlement duties on Indian lands. Sir Geo. Cartier said the Govt. could not consent to it. Dr. Schultz, Mr. Holton, and Mr. McDougall opposed the motion which was lost. Mr. Cartwright's motion respecting the withdrawal of the troops was withdrawn after some discussion, and the Supply Bill read a second time, and the House adjourned.

April 14, COMMONS—Sir George Cartier read a telegram from Sir J. A. Macdonald denying a statement of Mr. Wilkins in the Nova Scotia papers. Sir F. Hincks made an explanation respecting the vote of \$40,000 for losses in Manitoba. He had intended to be understood that the H. B. Co's. claims were of a different character from those this money was voted to meet, and that this formed no precedent for the Hudson's Bay claims, which it was not the intention of the Government to pay. Mr. Morris moved con-

currence in the amendments made in the Senate to the Metric System Bill. Mr. Holton objected and thought the Bill ought to stand over. Sir Francis Hincks moved the 3rd reading of the Supply Bill. Mr. Holton spoke of the large amounts voted in the Bill of Supply. Sir Francis Hincks said the estimates were larger, but there was nothing which would involve the Dominion in debt. There would be no difficulty whatever, with regard to meeting the charges placed on the country by the Bill. Mr. Macdougall said the "extraordinary expenses" were always recurring and ate up the surplus revenue. He thought the Government had made a serious mistake in not taking the narrow gauge for the Intercolonial Railway. On the motion of Sir G. Cartier the Speaker was authorized to pay the three members for Manitoba the full sessional allowance, which motion was carried unanimously, some formal business was transacted, and the Commons having been summoned to the SENATE Chamber, the Governor General gave the Royal assent to the Bills that had passed and prorogued the Parliament.

The Intercolonial Railway.

PROGRESS OF CONSTRUCTION.

The last report of the Intercolonial Railway Commissioners contains interesting information respecting the progress of that road. Contracts for the whole line are now given out, the last ones having been given out on the 23rd Dec., 1870. The number of contracts is 23, including clearing, grubbing, fencing, grading, masonry, bridging, and every thing up to formation level, except the superstructure of the iron bridges at Trois Pistoles, Metis, Restigouche, Miramichi, Nipissiguit and Folly Rivers. The total amount of these contracts, including payments to original contractors, is \$9,619,791. The cost of the Eastern Extension Railway, \$921,020. The highest contract in 1870 is for No. 3, 20½ miles, in Quebec, \$934,933. The lowest, No. 16, 18½ miles in New Brunswick, \$206,000.

The Chief Engineer's progress estimates for 1870 have been as follows:—

January	\$13,275
February	11,146
March	22,465
April	24,226
May	53,903
June	84,100
July	183,201
August	197,776
September	315,000
October	259,693
November	126,992
December	124,900

Total

\$1,416,677

Tenders for Ties were advertised for to be delivered during the present season, on sections 1, 2, 5, 8, Quebec; 3, 6, 9, 15, in N. Brunswick; and 4, 7, and 12 in Nova Scotia. Tenders were accepted for Quebec and Nova Scotia at prices ranging from \$16 to \$33 per hundred. The tenders for New Brunswick sections were considered too high and not accepted.

On 1st January, tenders for steel rails were received; 40,000 tons have been accepted—32,009 at £12 stg. per ton, and 8,000 at £11 per

ton. 18,000 tons are to be delivered in 1871, the remainder in 1872, at such yards as the Commissioners may direct. The proportionate quantities of fish-plates, &c., required, at the same respective prices, are also to be delivered with the rails.

The Commissioners have contracted for 40 engines, 250 box freight cars, and 150 platform cars. 15 of the engines are from Glasgow, at \$11,000 each in bond; 15 from Kingston, at \$12,500 each; and 10 from Halifax, at \$12,500 each. They have also purchased two engines from the contractors for the Eastern Extension Railway, at \$8,500 each. The freight cars are contracted for—150 from Toronto, at \$719 each; 50 from St. John, at \$735; and 50 from Dorchester, at \$765. 90 platform cars are to be from Montreal, at \$570 each; and 60 from Londonderry, at \$580 each; 25 at \$400 each have been purchased from the E. E. Railway, 2 first class passenger cars, and 1 second class, for the use of the part of the line open from Amherst to Painsec junction.

The Chief Engineer, after careful examination and consideration, reports that bridges of large span can be constructed of iron at a cost not greatly exceeding that of wood. Government have concurred in his recommendation that all bridges above 60 feet openings, shall be made of iron, provided such a change will not delay the completion of the work, and the cost will not be largely increased.

The Eastern Extension Railway from Painsec Junction, on the European and North Am. Railway to the Missiquash River (the boundary between New Brunswick and Nova Scotia) has been completed and is being worked by the Department of Public Works. That part of the Intercolonial from the Missiquash to Amherst, Nova Scotia, is also being worked by the Department. During 1870, the staff organization was continued as it stood. Since the 1st January, 1871, the services of 1 engineer, 13 assistant ditto, 5 rodmen and 39 chainmen have been dispensed with at a saving of \$38,000