

Committee of Privileges and Elections, which was agreed to. Sir John Macdonald moved that a new writ be issued for the County of Lincoln, the sitting member, Mr. Norris, having entered into a contract for the public service. Mr. Mackenzie moved in amendment that the case be referred to the Committee of Privileges and Elections, which was carried on a division. The question of Secret Service Money was brought up by the report of the Select Standing Committee on Public Accounts. Report concurred in on a vote of 82 to 60. House went again into Supply.

April 16th—SENATE—Several Bills advanced a stage. House in committee on "Customs Amendment Act." Three amendments passed. Albert Railway Co. Bill passed.

COMMONS—Mr. Currier read a letter to the speaker resigning his seat, stating he was not aware that the firm of which he was a member had the transactions mentioned in the resolution of Mr. Laurier, but on finding it was so he resigned. Mr. Brouse moved that the canals may be closed on Sunday. Mr. Macdonald of Cornwall said that was done on the Cornwall Canal, and Mr. Mackenzie that the Welland Canal was absolutely shut on Sundays. The motion was withdrawn. House went into committee on motion of Mr. Irving to consider Traffic Rates on Railways.

April 17th—SENATE—A large number of papers were presented and Bills advanced a stage.

COMMONS—The Goderich Harbour Contract was brought up by Mr. Farrow, who stated that the work was not given to the lowest tenderer, but to a supporter of the Government whose tender was \$30,000 higher. Mr. Mackenzie replied by declaring that his Govt. had succeeded beyond all former contracts in giving out contracts to the lowest tender, and in this particular instance he had acted on the recommendation of Mr. Page the Superintendent. The motion was negatived on a vote of 103 to 62. The Speaker informed the House he had received a letter from Mr. James Norris, the member for Lincoln, resigning his seat.

April 18th—SENATE—Bill for relief of Robert Campbell referred to Committee of Whole on a vote of 24 to 28. A number of Bills were passed and others advanced a stage.

COMMONS—House in Committee of Supply. Items for Meteorology and Geological Survey were passed; Marine Hospitals, Steamboat Inspection and Insurance Cos Inspection and other items. On the items for repairs and working expenses of Canals, Slides, and Booms and of Government Railways, Mr. Mackenzie explained that there were now 714 miles of railway in the hands of Government. Mr. Mitchell said the working of the road had been very successful, and he thought as it was more known it would be still more so. He took great pride in its success. Mr. Mackenzie said, that as a rule, the English mails by the Intercolonial had been delivered in Montreal about the time that formerly they reached Portland, and that the cost per train mile by this road was considerably less than either the Grand Trunk or Great Western. It was expected as soon as the whole road was laid with steel rails, the revenue would meet the expenditure.

April 19th—SENATE—Insurance Bill read and referred. Amendments to Insolvent Bill and amendments to Customs Bill agreed to. North West Territories Bill amended. Campbell Divorce Case Bill passed.

COMMONS—House in Committee on Weights and Measures Amendment Bill. The resolutions were agreed to and Bill introduced, and House went into concurrence on Supply items from committee. Resolutions 1 to 24 were read and agreed to. Items to 45 were agreed to. On that for the Parliamentary Library, some conversation took place on the possibility of making the Library available for a larger number of books. Mr. Mackenzie thought the only thing to be done was to build a new wing for the Supreme Court, and utilize the rooms now occupied by them, which might be done in a few years. Items to 60 were passed. On Militia Staff, Mr. Vail said the Militia Estimates had been reduced \$500,000, a reduction to which he had very reluctantly consented. He did not think it would do to reduce it more, and probably it would be desirable hereafter to make the militia force more efficient than now. Mr. Brouse thought drill had better be taught in the schools as in Germany. The items for Militia Expenditure were all agreed to as well as all other items up to 96.

April 20th SENATE—Insolvent Act and Culling Timber Act passed, and B Columbia County Court Judges Act. To the Maritime Act an amendment was made. A number of amendments made to Joint Stock Companies Act, and to that on Pool Selling.

COMMONS—House in Committee of Supply—*Pacific Railway*. Mr. Mackenzie entered into very full explanations of the proposed route, and the reasons for selecting it. The route from Fort William on the Kaministiquia was through a country much more easy of access than the Nepigon route. The spring opened earlier and the work would be comparatively light. The country between Thunder Bay and Red River, except in the valley of the Kaministiquia, was generally of a rough character, though land would probably be available for settlement to a much greater extent than was commonly supposed. 1 1/2 miles from Lake Superior westward was under contracts for \$1,807,793—without the rails. From Selkirk, on Red River, to Keewatin on Winnipeg River, a distance of 77 miles, was let. The total amount contracted for was \$3,302,568. To this had to be added steel rails, at a cost of \$1,385,775; engineering \$342,750; rolling stock \$457,000; right-of-way \$65,000, and station buildings \$50,000, making the entire cost of 22 1/2 miles \$5,603,093, or a little less than \$5,000 per mile. The route through B. Columbia would not be finally decided until after the summer's survey of 1877. There was no doubt that the Peace River country was the finest part of the whole North-west; but further surveys through that and Pine River Pass would put back the railway two or three years. Several members urged the desirability of this survey, and Mr. DeCosmos spoke strongly of the superiority of Bute over Burrard Inlet as a terminus. The item passed as also that of \$100,000 for surveying and engineering; also, those for Immigration and Quarantine.