

deficit from importations from the United States.

3. Answered by No. 2.

AMERICANS IN FIRST CONTINGENT.

Mr. BALDWIN:

How many Americans went overseas with the first Canadian contingent?

Hon. A. K. MACLEAN: This information is not available at the present time. It is not possible to say how many Americans went overseas with the first Canadian contingent. It will be possible to state how many men proceeded with the first contingent who stated, on enlistment, that they were born in the United States, but this cannot be done until the documents of all individual soldiers have been returned to Militia Headquarters, which will not be until after demobilization is completed.

C. G. S. CHAMPLAIN.

* Mr. CASGRAIN:

1. Is it true that the Government, through the Department of Marine and Fisheries, Trade and Commerce, and through the Post Office Department, have received demands from the Gulf St. Lawrence Shipping & Trading Company to charter to said company the C. G. S. steamer "Champlain"?

2. If so, has the Government given any answer to the said company and what was the same?

3. What is the intention of the Government as to the operation of a line of steamboats by the Government between Murray Bay and Tadoussac?

Mr. A. K. MACLEAN:

1. Yes.

2. Yes; that the department has no present intention of chartering or selling the C. G. S. Champlain.

3. The C. G. S. Champlain is now operating on this route.

ST. JOHN RIVER WHARVES.

Mr. McLEAN (Royal):

1. What wharves were built by the Federal Government on the St. John river and tributary waters, New Brunswick, and on what respective dates were the said wharves built?

2. Is the Minister of Public Works aware of the fact that these wharves require repairs and many of them have been in a bad state of repair for over a year?

3. If so, will the said wharves be put in proper repair?

Hon. Mr. SIFTON:

1. Bayswater, 1917; Earles, 1914; Gunters, 1909; Iron Bound Cove, 1910; Maugerville, 1909; Oromocto (2), 1904-1909; Rothesay, 1909; Heustis Landing, 1915; Fredericton, 1914; Hatfield Point, 1915; Long Point, 1916; McAllisters, 1910; Renforth, 1916; Whites Bluff, 1915.

[Mr. Doherty.]

2 and 3. Of the above, the only wharves that have been reported as in need of some repair by the Engineering Branch are Gunters and Oromocto, and orders have been issued to make the necessary repairs.

Mr. McLEAN (Royal):

1. Why has the Federal Government not accepted the transfer of the wharves on the St. John river made by the Government of New Brunswick in the months of May and June last?

2. Who is now responsible for the repair and maintenance of said wharves?

Hon. Mr. SIFTON:

1 and 2. Matter is under consideration.

REGISTERED MAIL.

Mr. STEVENS:

1. Have instructions been given to postmasters, that in future they may discontinue entering the name and address of the persons to whom registered mail is addressed, in the certificate of registration given to the sender when the registered article is posted?

2. If so what is the reason?

3. Have many complaints been made to the department by public concerns or private citizens to the new order?

4. Has the department considered the desirability of returning to the former practice of inserting name and address on the certificate?

Hon. Mr. BURRELL:

1. Yes.

2. It was found that although the work of filling in the name and address in the certificates of registration was being undertaken by the post office, and in this way five million such forms were filled in each year at city post offices, the records show that in not more than one out of forty thousand cases was the form ever used, as the registration system is so complete that not more than one out of forty thousand registered articles is lost. It followed that a great deal of work was being done by the post office and no useful purpose was being served, as the name and address appear in the post office records, and may be obtained if needed upon inquiry at the post office. Moreover, the sender has the option of inserting them in the certificate of registration should he desire to do so for the purpose of identifying the form with records of his own. A great saving of labour was therefore effected, and the work at registration wickets reduced, and unnecessary crowding, delay and inconvenience to the public done away with.

3. No.

4. No.

SUBMARINE CABLES.

Mr. PARENT:

1. How many submarine cables for telegraphic purposes exist at the present time between Canada and the European countries?