

Motion agreed to, and Bill read the first time.

#### YARMOUTH HARBOUR ICE-BOUND.

On the Orders of the Day being called:

Mr. LAW: I would like to call the attention of the hon. Minister of Marine and Fisheries (Mr. Hazen) to a matter of urgent importance. The minister will remember that on Tuesday, the 17th inst., I called his attention to the fact that the harbour of Yarmouth was frozen up and that the boats running between Boston and Yarmouth were delayed. On Friday last I asked the minister if he had heard from the harbour-master at Yarmouth, and he replied that up to that time he had not had any report from him. To-day I have two telegrams from Yarmouth saying that the steamer Boston, which started for Boston, had been delayed by the ice in the harbour for four hours. From another private source I have a telegram saying that the Boston-Yarmouth service has been discontinued until the harbour is free of ice. This is a matter of vital importance to the western part of Nova Scotia. The shipments of fish from Yarmouth to Boston now are quite heavy and if a steamer, after being loaded and started for Boston is delayed, it may incur a loss of many hundreds of dollars to the fishermen of that part of Nova Scotia. I would like to ask the minister if the matter will receive his immediate attention and that, if there are any Government boats convenient to Yarmouth, they be sent there so that the steamers may resume their regular trips between Yarmouth and Boston.

Mr. HAZEN: In reply to the inquiry of the hon. member for Yarmouth, I will at once send to the department and ask the deputy minister to come over here. I will consult with him and with my hon. friend about the situation, and if anything can be done to meet the condition of affairs there, I shall be only too glad to do it.

#### PRIVATE BILLS.

##### CONSIDERED IN COMMITTEE—THIRD READINGS.

Bill No. 37, respecting the Ottawa and Ungava Railway Company.—Mr. Chabot.

Bill No. 39, respecting the Thessalon and Northern Railway Company.—Mr. Smyth.

Bill No. 55, respecting the Quinze and Blanche River Railway Company.—Mr. Fripp.

#### QUESTIONS.

(Questions answered orally are indicated by an asterisk.)

##### INTERCOLONIAL RAILWAY—DORCHESTER WATER SUPPLY.

Mr. EMMERSON:

1. Has a water supply been furnished for station purposes at the Intercolonial Railway station at Dorchester, N.B.? If not, why not?
2. Was an attempt made during the months of December and January last to furnish such a supply, and was it successful? If so, what was the cost to date of such attempt?
3. For what length of time has there been an absence of any water supply at that station, and what is the distance the station agent has to travel in order to procure water for station uses and to supply his dwelling in the station?
4. Is it not possible to secure a supply of water for that station?

Mr. J. D. REID:

1. Yes.
2. Between the months of December, 1913, and January, 1914, a well was bored to furnish such water supply and a sufficient supply thereby obtained. Total cost, \$475.
3. There was an absence of water supply in that station from December 10, 1912, to January 15, 1914, when the present well was completed. The agent during absence of water supply procured drinking water from a point about one quarter mile from station; for other purposes water was procured from passing engines.
4. See answer to question No. 1.

##### INTERCOLONIAL RAILWAY SECTIONMEN.

Mr. WM. CHISHOLM:

1. How many section men, including foremen, were employed on the Intercolonial between Mulgrave and Marsy Hope during the past summer?
2. What are the names of the regular section men so employed, and the number of the section on which they were respectively employed?
3. When were said section men appointed?
4. What were their respective ages at the date of employment?

Mr. J. D. REID:

1. Ten foremen and twenty-four labourers.
- 2, 3 and 4. See statements attached.

##### INTERCOLONIAL RAILWAY—ST. JOHN-HAMPTON TRAIN RECEIPTS.

Mr. EMMERSON:

1. What were the receipts from passengers, express, etc., from suburban trains Nos. 132, 136, 138 and 156, running between St. John and Hampton, on the Intercolonial railway for the different months in the years 1910, 1911, 1912 and 1913?
2. What were the receipts from the same sources as well as from the transportation