

Mr. OLIVER. To promote three third-class clerks, Misses Ida Dunlop, Edith Dunlop and M. B. Williams, who have been employed since 1901, to second-class clerkships.

Civil government—Department of the Secretary of State—

To provide for one additional third class clerkship... \$500 00

To increase the salary of P. Pelletier, chief clerk, notwithstanding anything in the Civil Service Act... 200 00

Department of Public Printing and Stationery—

To increase the salary of John Foran, housekeeper... 100 00

To increase the salary of W. McMahon, Superintendent of Printing, notwithstanding anything in the Civil Service Act... 200 00

Mr. R. L. BORDEN. What is a house-keeper of printing and stationery ?

Mr. FIELDING. This is a man who takes care of the Printing Bureau.

Mr. URIAH WILSON. What is his salary now ?

Mr. FIELDING. \$800.

Mr. URIAH WILSON. And the other one ?

Mr. FIELDING. Mr. Pelletier is getting \$2,405, and he will get \$200 additional. He has been in the service since 1888.

Civil government—Department of Public Works—

To provide for payment of chief engineer at the rate of \$3,500 per annum \$ 100 00

To provide for payment of chief clerk of engineering branch and of parliamentary estimates and appropriations at the rate of \$2,800 per annum, notwithstanding anything in the Civil Service Act... 300 00

To provide for salary of N. M. Mathé, 2nd class clerk, notwithstanding anything to the contrary in the Civil Service Act... 1,200 00

To provide for payment of chief architect at the rate of \$3,500 per annum... 300 00

To provide for the payment of the salary of \$1,200 granted by parliament for the fiscal year 1904-05 to H. J. Guppy, second class clerk, in full, notwithstanding anything in the Civil Service Act... 83 33

Mr. R. L. BORDEN. Is there any special explanation of these ?

Mr. FIELDING. My hon. friend the Minister of Public Works (Mr. Hyman) is not here, but I have some recollection of some of these things myself. The first item, providing for the payment of chief engineer, refers to Mr. Lafleur, whose salary is \$3,500, which is not out of proportion to the position of a professional gentleman who is the chief engineer of a great department. The second item is to provide for an increase to a gentleman who is also an engineer, and who has the particular duty of caring for the estimates of the department.

Mr. R. L. BORDEN.

This is Mr. Steckel who is referred to. I am told that Mr. Mathé is still in the civil service. There must be some special reason why they require a special vote, but I have not been advised as to that. The next item is to provide for the salary of Mr. Ewart, the chief architect, a professional gentleman of very high standing, and I do not think it will be believed that his salary is too high. The last item appears to be necessary by reason of a difficulty. I think the officer referred to, by one day, failed to connect between two years, and, technically, he could not get the benefit of his promotion. This is to overcome the difficulty. The matter was dealt with by Order in Council some time ago, and this item has been introduced accordingly.

Some resolutions reported.

Mr. FIELDING moved the adjournment of the House.

Mr. R. L. BORDEN. What business will be taken up on Monday after private Bills ?

Mr. FIELDING. We should like to be free to take any business that now arises. I think the Minister of Militia purposes giving his militia statement, and then we will have the Tariff Bill and estimates generally.

Motion agreed to, House adjourned at 10.40 p.m.

HOUSE OF COMMONS.

MONDAY, July 10, 1905.

The SPEAKER took the Chair at Three o'clock.

FIRST READING.

Bill (No. 191) respecting the Joliette and Lake Manuan Colonization Railway Company.—Mr. O. E. Talbot.

SOUTH SHORE RAILWAY COMPANY.

Mr. GEOFFRION moved that Bill (No. 149) respecting the South Shore Railway Company be referred back to the Committee on Railways, Canals and Telegraph Lines for further consideration.

Mr. HAGGART. There must be some reason for that.

Hon. L. P. BRODEUR. This Bill came before the Railway Committee the other day and was rejected, in the absence of the solicitor of the company. That railway now being in the hands of a receiver, it was thought by the committee that this extension of the delay which was asked for by the company would benefit the company and not the creditors ; it has, however, been ascertained since that this amendment is going to benefit the creditors of the company, and it is with the consent of those