

Bituminous, round.	\$2,853,615 93
Bituminous, slack.	142,945 46
Total.	\$2,996,561 39

ELECTRIC RAILWAY CHARTERS.

Mr. BLAIN:

1. How many electric railways have been chartered since 1896, and what are their names?

2. What extensions of time for construction, if any, have been granted and when?

Mr. GRAHAM:

1. Hull Electric railway, Dawson City Electric railway, Ottawa Electric railway, Brantford & Hamilton Electric railway, Edmonton Street railway, Monterey Electric Gas Company, La Compagnie du Chemin de fer Electric, Mexican Consolidated Electric Company, Berlin, Waterloo, Wellesley & Lake Huron Railway Company, Chatham, Wallaceburg & Lake Erie Railway Company, Grand Valley railway, Hamilton & Radial Electric railway, Hespeler, Galt & Guelph railway, Montreal Park & Island railway, Montreal Terminal railway, Niagara, St. Catharines & Toronto railway, Oshawa Railway Company, Quebec Railway, Light & Power Company, Windsor, Essex & Lake Shore Rapid Railway Company, Nipissing Central Railway Company, Essex Terminal Railway Company, Montreal Southern Counties. The above appears to be all the electric railways chartered by the Dominion government. There are a number of electric railways chartered and under the jurisdiction of the provincial government, which are not here-in enumerated.

2. Ottawa Electric Railway, Act of 1899, chap. 82; 18 months after passing of this Act, and completed within two years. Brantford & Hamilton Electric Railway, Act 1904, chap. 50; Act in force only January 1, 1905. Edmonton Street Railway Company, Act 1904, chap. 75. Monterey Electric & Gas Co., Act 1905, chap 126. La Compagnie du Chemin de fer Electric, Act 1905, chap 167. Mexican Consolidated Electric railway, Act 1906, chap. 125-146. The department has no knowledge of extension of time for electric railways other than is mentioned in the Acts above cited.

METEGHAN LANDING PLACE.

Mr. JAMESON:

1. Was the defective condition of the public landing at Meteghan brought to the attention of the Minister of Public Works, during the year, 1909? If so, by whom, in what manner, and when?

2. Has any report from the resident engineer been since asked for by the department regarding the condition of such public work? If so, when?

3. Has any report been received from the engineer, what is the date of any such, and

Mr. PATERSON.

in what condition does it state the said public landing to be?

4. Why have the repairs required on such public landing not been provided for and effected?

5. What provision, if any, has been, or will be made, for the repair of such public work?

6. Was a sum of \$4,000 placed in the estimates for the current year for repairs to the public work at Meteghan, and subsequently changed to Meteghan river, expended at the latter place?

7. At whose instance did the minister make the change from Meteghan to Meteghan river in said vote?

Mr. PUGSLEY:

1. Yes, by Mr. Jamason, M.P., in Committee of Supply.

2. (A) Yes; (B) April 26, 1910.

3. (A) Yes; (B) May 6, 1910; (C) wharf requires repairs and extension.

4. Provision cannot be made for all requirements at once.

5. Question of making provision in Supplementary Estimates, if any, will have careful consideration.

6. No.

7. The minister assumes responsibility for the change in the reading of the item, which was intended to be for Meteghan river.

MR. GEORGE MERCIER.

Mr. CROCKET:

1. Is the Minister of Customs aware that George Mercier, a customs preventive officer, is said to be a member of the town council of Dalhousie, N.B.?

2. Is this permissible under the regulations of the department.

Mr. PATERSON:

1. No.

2. The customs regulations established by order in council of 14th June, 1875, provide as follows: 'No officer of customs is allowed to hold any corporate office, nor to interfere in political questions, either local or general.' The question of repealing or modifying this regulation is under the consideration of the Department of Customs.

GLACE BAY BAIT ASSOCIATION.

Mr. MADDEN:

1. Who were the members of the Glace Bay Bait Association at the time this association applied for moneys on account of construction of freezer at Glace Bay, Nova Scotia, and when was the first \$1,000 paid?

2. What amount was paid to the Glace Bay Bait Association in 1908, and what was the date or dates of such payment or payments?

Mr. BRODEUR:

1. D. H. McKay, Chas. D. McKay, Angus H. Gillis, Jesse G. Dunbar, Alex. McPherson, J. W. Cameron, Chas. Burke, J. R.