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Was Marked
Private**

**Borden Objects to Treaties
Going to King Before
Parliament**

**Pugsley Announces New
System for Opening
of Tenders**

OTTAWA, Jan. 26.—Why should the people of Canada be kept in ignorance of the treaties made with the United

tion which epitomized that they should first be asked by His Majesty the King? This in turn was the main question addressed by Mr. Borden, the prime minister in the House of Commons, this afternoon. The leader of the opposition, Mr. Laurier, asked for information regarding waterways and fisheries treaties recently concluded, and apparently was not satisfied that the delay before the terms of the public was altogether justifiable. He pointed out that in the United States a treaty became public property as soon as it came before the senate and when it affected Canada, it would see why it should not at the same time be placed before the Dominion parliament.

Sir Wilfrid Laurier explained that the etiquette of British diplomacy demanded that a treaty should be ratified by the King before being laid before parliament.

Nothing daunted, Mr. Borden suggested that it was time for a change. "Why not," he asked, "allow the Dominion to be bound by the terms of the States until ratified by their senate? He did not see why they should become bound by a treaty before until they had been ratified by the Canadian parliament."

Sir Wilfrid Laurier expressed himself as being quite in accord with the views of the leader of the opposition and even went further. "I see no reason," he declared, "why a treaty should not be laid to the public before it is ratified by the senate."

Mr. Borden asked for information touching the waterways and fisheries treaties between the United States and Canada. Why, he asked, is the treaty made public property in the

parliament and the people of Canada?

It that I do not know," he said, "such an answer after it is placed before the United States Senate and the public, it should at the same time be placed before the Canadian parliament."

Mr. Wilfrid Laurier said he was not prepared to controvert the statement of the leader of the opposition. His impression was that when a treaty was communicated to the Canadian Senate it was not communicated to the house of representatives. On that point, however, he was subject to correction.

LAYS WITH KING.

According to British traditions treaty making power lays with the King, and a treaty was not communicated to parliament till it has been ratified by the King. It was the etiquette of the British system, and that was the only reason so far as he knew for the inconvenience to which the leader of the opposition preferred. In Canada, of course, they follow a different system, and his policy and until a treaty had been ratified by the King it could not be laid before parliament.

He noted that at the present case the treaty has been signed, but we have not yet got an official copy of it.

The remainder of the session, which only lay in the future, was occupied by questions and motions.

COST \$14,887.

Mr. Wilfrid Laurier informed Mr. Foster that the cost of the Cuneis commission investigation was \$14,887, which included payments of \$4,000 each to counsel, Messrs. Watson and Perron. The balance was for the expenses of the

department were now purchased through purchasing agents with

Mr. Borden asked whether the government had received any offer or proposal, informal or otherwise, for the purchase or lease of the Intercolonial Railway.

OFFER RECEIVED.

"An offer was received," replied Hon. Mr. Graham, "but it was marked private and was not considered by the government."

Also replying to Mr. Borden, the Minister of Railways stated that the engineers who had been engaged to inspect the Quebec bridge had not yet completed their plans, and that estimates for rebuilding of the structure could not be prepared until these were sent, which he thought would not be until some time before the end of the year.

Answering Mr. Foster, Hon. Mr. Graham stated that the earnings on the Intercolonial Railway from April to December, 1907, were \$5,438,714, and from April to December 1908, \$5,375,714.

The expenditure for the same periods was in 1907, \$5,061,007, and in 1908, \$5,118,723. On the Prince Edward Island Railway the earnings were from April

Mr. Foster. The Minister of Railways stated that the engineers who had been engaged to complete the Quebec bridge had not yet completed their plans, and that estimates for rebuilding of the structure could not be prepared until these were ready, which he thought would not be until some time before the end of the winter.

Answering Mr. Foster, Hon. Mr. Graham stated that the earnings on the Intercolonial Railway from April to December, 1917, were \$6,381,714, and from April to December 1930, \$5,777,000.