

led to believe. I have known Mr. Read for many years, and I do not think a more zealous or intelligent man can be found for the purpose of performing the duties which have been entrusted to him, or of organizing that little corps of guides.

Motion agreed to.

#### SALE OF HAY ON THE INTERCOLONIAL.

Mr. FISSET moved for copies of the notices directing the sale of hay along side the track of the Intercolonial Railway, the names of the tenderers, and the amount of the tender or tenders in each case, names of the persons to whom one or more of the contracts have been granted, and also all correspondence, applications, telegrams, &c., respecting the sale of the hay. He said: My object in making this motion is to show how very unimportant it is for the Government to sell by auction the hay growing along the line of the Intercolonial Railway, and how advantageous it would be to leave it to the farmers whose lands are crossed by the road, especially in the county of Rimouski. Towards the end of June or the beginning of July last, the officers of the Intercolonial Railway asked for tenders for the purchase of this hay; but whether through ignorance of this call for tenders, or whether through the habit they had contracted during the preceding years without being molested, several of our farmers risked cutting the hay for themselves; others, in order to be more sure, wrote upon the subject to the hon. Minister of Public Works, who hastened to answer them that they might cut the hay as they had done the preceding years. Hence a conflict sprung up between the officers of the Intercolonial Railway and the Minister of Public Works. Actions at law were taken, and unfortunately for those who, in good faith, had followed the advice of the hon. Minister, they not only lost their hay, but were moreover condemned to pay the costs of an action, or else settle the matter for a much larger sum than the hay they had cut was worth. It may be said, as an objection, that these good people should have applied to the Minister of Railways. It is true. But let it be observed that that hon. Minister was absent, and I will add that people generally apply to those with whom they are best acquainted, and that is probably why they preferred to apply to the hon. Minister of Public Works. However that may be, I am sure there was a misunderstanding for which the hon. Minister is not, perhaps, responsible, but by which several farmers suffered, as I have just stated. Now, what amount has the Government received for this hay in the county of Rimouski? I am convinced that it is but a trifling sum, which will, moreover, be made known when the papers are brought down; but I very much doubt whether it exceeds twenty or twenty-five dollars. On the other hand, what discontent has been created among the farmers from whom this privilege has been taken away. I admit that, strictly speaking, this hay does not belong to them; but since the Government obtains so little benefit from it, would it not be better to let them have it? I must remark that, with regard to this hay, it is not the same thing in the county of Rimouski as in many other counties. With the exception of one or two parishes, waggons cannot go alongside of the track on account of the unevenness of the ground, &c., and yet that is the only means those who buy this hay from the Government have of gathering it, and it is doubtless on account of this great inconvenience that the Government received, and always will receive, such very low offers. On the other hand, the farmers having been deprived of the privilege of cutting this hay, are not very eager to grant the new proprietors of the hay the right of way over their properties; so it often happens that the purchasers of the hay are obliged to carry it on hand cars, which constitutes a new danger for the traffic of the Intercolonial Railway, whereas by leaving the hay to each farmer whose farm is crossed by the railway, this danger is obviated,

the farmers merely cutting the hay and throwing it upon their properties, where they gather it afterwards, without being obliged to go along the line with their waggons. Another reason is because hay is often scarce in our part of the country; again, this year, it is likely that the hay cut will not be sufficient for local wants. For these divers reasons, I request the Government to be good enough to let the farmers keep the privilege they have had during preceding years of cutting the hay that grows along the railway; and in so doing, I am convinced that they will not only meet with the approval of the electors of the county that I have the honor of representing, but also the approval of the electors of my hon. friend from Temiscouata.

Mr. LANGEVIN. Whilst I was charged with the administration of the Department of Railways during the absence of the hon. Minister of that department, representations were made to me—I think they came from the county of Rimouski or Temiscouata, I do not remember which, perhaps from both—asking if it were the intention of the Government to allow the cutting of the hay along the line of the railway, opposite each property, and to let the proprietors of the farms bordering on the railway have that hay. The intention of the Government being so to do, I gave instructions to the department to inform the petitioners that, in the future, they might cut the hay, but that they should understand that they were not to leave their fences open so that the animals might stray upon the railway. That was the only objection that was made to the request. I understood that there had been some conversation on the matter with the officers of the Intercolonial Railway, and perhaps there has been some misunderstanding on the part of those who furnished the information to the hon. member. The papers asked for will be brought down.

Motion agreed to.

#### CASTLE GARDEN PROPERTY AT QUEBEC.

Mr. IVES moved for the papers which have been from time to time furnished the Government in support of the claim of Henry A. P. Holland to the Castle Garden property at Quebec.

Motion agreed to.

#### TRENT VALLEY CANAL.

Mr. KEELER moved for all correspondence between parties in Chicago and the Departments of Public Works, or of Railways and Canals, respecting constructing the Trent Valley Canal.

Motion agreed to.

#### EXPORTS OF ORE.

Mr. KEELER moved for a return of the iron ore and gold ore exported from Belleville or the county of Hastings during the last year.

Motion agreed to.

#### EXTRADITION.

Mr. BLAKE, in moving for copies of all correspondence not already brought down between the Canadian Government and that of the United Kingdom, on the subject of extradition and of the last Canadian Extradition Act, said: It will be in the recollection of the House that a motion for an Address to Her Majesty, praying that she would be pleased to take the steps necessary to bring that Extradition Act into force, was brought forward by me last Session, and was ultimately withdrawn on the statement of the hon. Minister that the correspondence was proceeding. It seems to me of pressing importance that whatever steps are required to bring that Act into force should be taken, and that whatever difficulties—I cannot understand their nature—there may be in the way of these steps being taken should be removed. As I said last Session