

length, by twenty chains in width, containing an area of two hundred acres, more or less?

The MINISTER OF MILITIA AND DEFENCE (Hon. Sir Frederick Borden). Yes.

COST OF BINDER TWINE.

Mr. BLAIN asked:

1. At what date was the selling prices of twine first given to the public, for the years 1901 and 1902?

2. What quantity of each kind of twine has the government in stock ready for sale?

3. What was the cost price of raw material used in the manufacture of twine during 1901 and 1902; and what price per pound did it cost to manufacture twine during 1901 and 1902?

The SOLICITOR GENERAL (Hon. H. G. Carroll):

1. March 20, 1901; June 3, 1902.

2. Two tons pure Sisal, two tons Monarch, eight tons Extra Standard, forty-three tons Kingston Special, and fifty-five tons pure manilla. The warden expects to have 200 tons pure manilla available for the coming harvest.

3. (a) The following prices were paid for raw material in 1901-02. (See Auditor General's report M-27). Manilla hemp, 7½ cents, 7½ cents, and one small lot, 14 tons, 6 cents, per pound. Sisal, 8½ cents, 5½ cents per pound; Sisal pickings, one ton, 4½ cents per pound; New Zealand, 6 9-10 cents per pound; Cordage oil, 9 cents per gallon; bags, 6 cents each. (b) 1.58 cents per pound; exclusive of capital expenditure.

MOTION AGREED TO WITHOUT DISCUSSION.

Copies of all correspondence, &c., between the Department of Railways and Canals and the Town Council of the town of North Sydney, or any other person or persons, respecting the right of way and construction of the extension of the Intercolonial Railway from North Sydney Junction to North Sydney.—Mr. Johnson (Cape Breton).

CORRESPONDENCE, RE NEW TRANSCONTINENTAL RAILWAY.

Hon. J. ISRAEL TARTE (Montreal, St. Mary's) moved for:

Copies of all correspondence between the government and the Grand Trunk Railway Company, or Mr. C. M. Hays, per William Wainwright, or any other person, in relation to a new transcontinental railway.

The MINISTER OF RAILWAYS AND CANALS (Hon. A. G. Blair). I would ask my hon. friend not to press that motion at this stage of the session. Communications chiefly verbal have taken place between the government and the parties representing the Grand Trunk Pacific Company, but no definite conclusions of any kind have been arrived at. Matters are still under discussion. So it would be quite impracticable for us to bring down any correspondence, until a later stage, which we will be glad to do during the present session.

Mr. EARLE.

Hon. Mr. TARTE. I will accede to the request made by the Minister of Railways and Canals, and will not press the motion now.

Mr. W. F. MACLEAN (East York). A public policy with regard to this proposition was announced yesterday in Toronto, therefore I think the correspondence is ready and should be brought down.

The MINISTER OF RAILWAYS AND CANALS. I will invite the hon. gentleman to withdraw his motion.

Hon. Mr. TARTE. With the consent of the House, I will withdraw it if the hon. gentleman says it is in the public interest.

Hon. Mr. HAGGART. Until we have the promise of a ministerial statement on that question, I object to the withdrawal.

The PRIME MINISTER (Right Hon. Sir Wilfrid Laurier). The matter will be fully dealt with at a later stage of the session. We shall make a ministerial statement on this question.

Hon. Mr. HAGGART. We should have it pretty early. I suppose a later stage will mean within one month.

The PRIME MINISTER. I could not say that, because we will have to come to a conclusion upon the application. At all events, in due time the whole thing will be brought before the House.

Mr. MACLEAN. The practice heretofore has been to bring down these railway subsidies at the tail end of the session, and I object to that. They ought to be brought down early in the session, and if there is a government policy on the subject, without correspondence, the House ought to be put in possession of it. The complaint was raised here yesterday that we do not get public papers in this House unless we ask for them. It was shown in connection with the colonial conference that the papers were immediately presented in the British parliament, but so far the only access we have had to those papers has been through reports coming from the old country. I take this occasion to say that the government are lax in bringing down those papers, and I hope they will improve.

The MINISTER OF RAILWAYS AND CANALS. Until any correspondence that has taken place is ready for submission to the House, it would be unreasonable to ask that it should be brought down.

Motion withdrawn.

SOUTH SHORE RAILWAY.

Hon. J. I. TARTE (St. Mary's, Montreal) moved for:

Copies of all correspondence between the government, or any department, and the officers or managers of the South Shore Railway, during the last twelve months. Also, copies of all re-