

EXPORT OF WILD FOWL.

Mr. MCKAY asked, Whether, in view of the fact that a large number of petitions has been sent to this House praying for certain amendments to the Customs Act prohibiting the export of wild fowl, &c., it is the intention of the Government to amend the Act in that direction?

Mr. BOWELL. It is not the intention of the Government to introduce a measure this session to prohibit the export of wild fowl.

MR. LAFORCE LANGEVIN.

Mr. DELISLE asked, Whether one Laforce Langevin, who has for several years been employed as assistant engineer of the Quebec Harbour Works, with a salary of \$1,800 a year, has ever obtained a diploma as civil engineer, and if so, when, and from what institution?

Sir HECTOR LANGEVIN. Mr. Laforce Langevin holds a certificate of membership of the Canadian Society of Civil Engineers, a society incorporated under Act 50-51 Vic., chapter 124. The following is a copy of the certificate:—

"THE CANADIAN SOCIETY OF CIVIL ENGINEERS.

"Established, 1887.

"Incorporated by Dominion Act, June, 1887.

"These are to certify that Hector Laforce Langevin is an Associate Member of the Canadian Society of Civil Engineers, a society established for promoting the acquisition of that species of knowledge which constitutes the profession of a Civil Engineer, whereby the great sources of power in nature are converted, adapted and applied for the use and convenience of man.

"Witness our hands and seal at Montreal this 27th day of June, 1888.

"C. S. GZOWSKI, President.

"HENRY T. BOVEY, Secretary."

CAPTAIN OF THE ALERT.

Mr. CHOQUETTE asked, Who is the captain of the steamboat *Alert*? Did this captain undergo an examination before being appointed to this position? Did other persons undergo an examination of fitness for this position at the same time that he did? If there were such other persons, who were they? Was the appointment made in accordance with the results of the examinations? If such was the case, what was the number of points obtained by each candidate?

Mr. TUPPER. No captain has been permanently appointed. One has been temporarily employed on probation, Charles Koenig. He underwent an examination before being appointed to this position. He was examined by the Board of Examiners of Masters and Mates in 1873, and granted a master's certificate of competency, sea-going, on the 21st March, 1873, by the Department of Marine. Capt. Koenig was again examined by Capts. Smith and McElhinney on the 15th April, 1891, with other applicants. Capt. Koenig was taken on board the *Alert* on the 29th May, and his abilities and qualifications practically tested under the supervision of Capt. McElhinney, who reported to the department that he was satisfied that Capt. Koenig is competent for the position of master of the steamer *Alert*. Other persons underwent examination of fitness for the position at the same time as Captain Koenig. They were Jean Baptiste Bélanger, Arthur Morin, Onésime Bernier and Sigismond Bélanger, and they were examined by Captains

Smith and McElhinney on 15th April, 1891. There were also examined by Captain McElhinney alone, Sigismond Bélanger, Jean B. Bélanger, Charles Koenig, Arthur Morin, Onésime Bernier, H. O. Bernier, A. Sansterre and D. F. Pelletier. Captain Koenig was employed as the best available man in accordance with the result of the examination. No points were given for answer to questions, as the examination was not conducted upon the system of giving merit marks for each question, but was conducted with a view to ascertain what were the abilities, general knowledge, experience and practical qualifications of the candidates for the position of master of the steamer *Alert*, to be engaged in the supply service. The applicants all hold certificates of competency, having passed previous examinations.

CITY MARKET PROPERTY, HALIFAX.

Mr. FRASER asked, What correspondence or interviews have taken place between the Government and any members or ex-members of the syndicate who purchased the City Market property, Halifax, for \$20,300? What is the price asked by the syndicate, and do the Government contemplate purchasing said property at the price asked, or at any other price?

Sir HECTOR LANGEVIN. I am not aware of any correspondence or interviews having taken place between the Government and any members or ex-members of a syndicate who purchased the City Market property at Halifax.

WHARF AT KNOWLTON'S LANDING.

Mr. TROW (for Mr. RIDER) asked, 1. Has any survey or other enquiry been made respecting the building of a wharf at Knowlton's Landing, or at any other place on the shore of Lake Memphremagog? If so, has any report been made? If a report has been made, what is the nature of such report? 2. When and by whom was such survey or enquiry made? 3. If the report is favourable to the construction of such wharf, when will the work be undertaken? 4. Is it the intention of the Government to proceed with this work this year?

Sir HECTOR LANGEVIN. A survey has been made. Two reports have been made. The first reported on the construction of a wharf at an estimated cost of \$2,800, the second on making an existing wharf available at a cost of \$950. The examination was made in February and March last by Mr. Assistant Engineer Lafleur. The matter is now under the consideration of the Government.

INTERCOLONIAL RAILWAY—CLAIMS FOR DAMAGES.

Mr. AMYOT asked, Whether in cases of claims for damages against the Crown resulting from accidents on the Intercolonial Railway, and petitions of right filed in relation thereto, it is the intention of the Government to plead prescription as a defence, or to resist such claims solely on the merits and facts in each case?

Sir JOHN THOMPSON. It would not be the policy of the Government to plead prescription in any case where the delay did not occur through the fault of the plaintiff, or in any case in which