

cart before the horse. He declares that the express charges should be dealt with, and we declare that we should first provide for a commission. I can well understand the trouble of my hon. friend. He is here just now, and he may be flying away next day, and may not be back. It may not be convenient for him to be here when the subject comes up for consideration in its proper course. I say to him that he must have regard for the convenience of other people and allow us to proceed with this Bill in proper order.

Mr. MACLEAN. If there is anything germane to the discussion of this clause, it is just what I now propose. We are here deciding what companies the Act shall apply to, to railway companies and their charges, and I say, let us make it apply to express companies and their traffic charges. Now does the hon. gentleman say that he is introducing a broad and general railway Act, appointing a board of railway commissioners to deal with railway questions, and yet that he will not declare in this Bill that he deals with express charges of railway companies?

The MINISTER OF RAILWAYS AND CANALS. Because there are express companies operating who do not do one-half of their business on railways at all. When we come down to tolls and charges imposed in respect of traffic—

Mr. MACLEAN. I think it is the hon. gentleman who is impetuous, who is impatient. Now I repeat again—and I hope his colleagues will take him in hand in this matter—he has a Bill dealing with this question of transportation companies and charges, and he says that when he comes to some subsequent details he will see about these other companies. I say now is the time when he is defining his jurisdiction to say what companies are to be included. I say we ought to include express companies and their charges. If he is to regulate only the freight and passenger charges, the Bill is altogether insufficient. We were told that we were to have a broad, general Act. Why does he wish to let express companies out? Traffic on the express companies is increasing all the time. I hope the hon. gentleman will let the matter stand. We had better call it six o'clock.

The MINISTER OF RAILWAYS AND CANALS. I know my hon. friend is anxious to get off this evening, so I move that the Committee rise, report progress, and ask leave to sit again.

Motion agreed to.

Progress reported.

SUPPLY.

House again in Committee of Supply.

At six o'clock the committee took recess.

Hon. Mr. BLAIR.

After Recess.

Committee resumed at eight o'clock.

Public works—chargeable to income—dredge vessels, repairs, \$30,000.

The MINISTER OF PUBLIC WORKS (Hon. James Sutherland). We are asking for this \$30,000 to make provision for paying the expenses of the general repairs required to be made to the hulls, machinery, dredges and scows in the different provinces which are the property of the Dominion.

Mr. SPROULE. This is to cover repairs to all of the dredging plant?

The MINISTER OF PUBLIC WORKS. It is for general repairs and improvements.

Mr. SPROULE. How many dredges have we now belonging to the government?

The MINISTER OF PUBLIC WORKS. I think there are twenty.

Mr. SPROULE. That is \$1,500 apiece. Is this repairing done at Sorel, or at the points at which the dredges are stationed?

The MINISTER OF PUBLIC WORKS. Those dredges that are in proximity to Sorel are repaired at the government shop there. But when they are in other localities they are repaired by contract at some of the shops in the towns or cities where they may be. Of course, this includes scows as well as dredges.

Mr. SPROULE. Is the work done by contract or by day labour?

The MINISTER OF PUBLIC WORKS. It is done by contract generally unless in the case of some small repairs, which are done under the supervision of the officials.

Hon. Mr. TARTE. I would like to inquire what progress has been made in the construction of the new hydraulic dredge for the maritime provinces, which is being built at Sorel?

The MINISTER OF PUBLIC WORKS. I would like to say that if that question were brought up when the vote for that work is under consideration it would be better, but I have information from the department that progress has been very slow unfortunately, rather slower than the hon. gentleman would expect or like.

Hon. Mr. TARTE. That is not a very clear answer. When I left office it was understood that the dredge would be ready by the month of July this year. I do not know what has been done since my hon. friend has taken charge of the Department of Public Works. I know how the office should be managed in Sorel. I would like to know what progress has been made in the construction of that dredge and when we can expect it will be ready for work.

The MINISTER OF PUBLIC WORKS. My information is that there is no such un-