

5 and 6. Mr. J. W. Gendron was in charge from the 8th to the 21st of June, when his services were dispensed with. He was succeeded from the 20th of June to the 30th of September by Mr. F. O'Gara, and from the 1st of October to the end of season by Mr. E. Valiquette, the latter two gentlemen being from Ottawa. The salary paid in each case was \$3 per day. I presume Mr. Gendron was a local man.

BRITISH COLUMBIA IMMIGRATION ACT.

Mr. A. C. MACDONELL asked:

In the event of the legislature of British Columbia re-enacting the British Columbia Immigration Act along the line of what is commonly known as the Natal Act, will the government of Canada continue their previous policy of advising its disallowance?

Rt. Hon. Sir WILFRID LAURIER (Prime Minister). This question will have to be considered if it ever arises.

STRANDED POLISH IMMIGRANTS AT ST. THOMAS, ONTARIO.

Mr. RALPH SMITH asked:

In the Ottawa 'Free Press,' November 28, 1907, the following item appeared: 'Twenty-four Poles from Detroit are stranded at St. Thomas, Ontario, as a result of an old game worked on them by an agent of an alleged employment bureau in Detroit.' Has the above matter been brought to the attention of the Immigration Department? If so, what action, if any, has been taken?

Hon. FRANK OLIVER (Minister of the Interior). Yes. Michigan Central Railway upon an order from Superintendent of Immigration returned them to Detroit.

With the leave of the House I wish to lay on the table the papers in connection with this question.

SNAG BOAT ON RED RIVER.

Mr. STAPLES asked:

1. Has the government a snag boat on the Red river at or near the town of Selkirk?

2. If so, when was this boat built, and on whose recommendation was it built?

3. For what purpose was this boat built, and what has it cost?

4. Has it performed any work for which it was constructed? If so, to what extent?

5. How many persons have been employed on said boat?

6. Who are the persons that have been employed on the boat, and how much have they respectively received?

7. Does the government contemplate making any change in this boat?

8. If so, of what nature and for what purpose, and will it be used in the future?

Hon. WILLIAM PUGSLEY (Minister of Public Works):

1. Yes.

2. Completed in spring of 1907.

3. Removing snags and generally deepening waterways.

Mr. PUGSLEY.

4. Not yet.

5 and 6. No crew yet engaged.

7. Yes.

8. The vessel is being converted into a combined suction and clam shell dredge.

I have no answer as to what the boat has cost. I presume that my deputy, on account of the fact that the boat is yet under construction, has not given me the answer. If the hon. gentleman desires to know what it has cost up to date I will get the information for him.

MR. DAVID WOOD, TEULON, MANITOBA.

Mr. STAPLES asked:

1. Has David Wood, of Teulon, Manitoba, performed work of any nature for the government?

2. If so, of what nature was the work, and how much remuneration did he receive for the same?

3. Has he acted in the capacity of caretaker for the government?

4. If so, in what particular, how much did he receive therefor, and what were his duties?

5. Does the government own the building he was caretaker for?

6. If not, who is the owner, and how much rent has the government to pay?

Hon. FRANK OLIVER (Minister of the Interior):

1. Yes.

2. Immigration agent. \$10 per month.

3 and 4. As agent he is also caretaker of the immigration building at Teulon. The amount mentioned above is his total salary.

5. No.

6. David Wood. \$15 per month.

PAYMENTS BY MR. J. S. HOUGH AND MESSRS. HOUGH, CAMPBELL & FERGUSON.

Mr. AMES asked:

What is the nature of the transactions referred to in volume 1 of the Auditor General's Report for 1907, on page 494, under the caption 'Head office, land sales, Lethbridge, J. S. Hough, \$88,752.41; Hough, Campbell & Ferguson, \$26,438.99'?

Hon. FRANK OLIVER (Minister of the Interior). The payments made by J. S. Hough and by Hough, Campbell and Ferguson of the amounts referred to in the Auditor General's Report were made for and on behalf of some ninety-eight applicants for permission to purchase coal mining lands in the province of Alberta, for whom Mr. Hough and this firm of solicitors were acting. The payments were those prescribed by the regulations governing the sale of such rights.

INTERCOLONIAL RAILWAY—TRAIN SERVICE BETWEEN CHARLOTTETOWN AND MURRAY HARBOUR.

Mr. A. MARTIN asked:

1. Has the government decided to place two trains a day on the railway route between