

friend from Edmonton (Mr. Oliver) that there is a report by Field Marshal Sir Douglas Haig upon the matter among the papers that have been brought down. I am not sure, however, that it ante dates the end of last session.

REPORTS AND PAPERS.

Report of the Department of Naval Service for the year ended 31st March, 1916.—Hon. Mr. Hazen.

The Forty-ninth Annual Report of the Fisheries Branch of the Naval Service for the year ended 31st March, 1916.—Hon. Mr. Hazen.

Report of the Department of Labour for the year ended 31st March, 1916.—Hon. Mr. Crothers.

Ninth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the year ended March 31, 1916.—Hon. Mr. Crothers.

Annual Report of the Department of the Interior for the year ended March 31, 1916.—Hon. Mr. Roche.

Annual Report of the Department of Indian Affairs for the year ended March 31, 1916.—Hon. Mr. Roche.

LIMITATION OF RACING MEETS.

Mr. WILCOX moved for leave to introduce Bill No. 2, to amend the Criminal Code.

Sir WILFRID LAURIER: Explain.

Mr. WILCOX: The object of this Bill is to add a provision to sub-section 2 of Section 235 of the Criminal Code, enacted by Chapter 19 of the Statutes passed in 1910, and assented to on 1st April, 1912. This legislation was intended to deal effectively with the limitation of race meets throughout Canada. The racing men have evaded its spirit by adding different units, thereby obtaining an unlimited number of racing days. The object sought by Parliament after a full investigation, that the limitation should be fourteen days, has thus not been carried out. The amendment will provide that in any town, city, or county where more than one race track exists the total number of days available for racing on all the tracks shall not exceed the number prescribed by this Act for one race course or race track. With this explanation I would like the House to assent to the first reading, and I shall endeavour to explain the Bill at greater length when we reach the second reading.

[Sir Robert Borden.]

Motion agreed to and Bill read the first time.

NATIONAL SERVICE COMMISSION.

On the Orders of the Day:

Sir WILFRID LAURIER: May I ask the Government if they will bring down the Order in Council creating the National Service Commission, which is mentioned in the speech from the Throne, and the appointments made in connection with that Commission.

Sir ROBERT BORDEN: Certainly.

MARITIME EXPRESS SERVICE.

On the Orders of the Day:

Mr. PUGSLEY: I would invite the attention of the Minister of Railways to a report which appears in the St. John Telegraph of the 20th inst. with reference to the proposed withdrawal of the trains between St. John and Moncton, which make direct connection with the Maritime Express. I may say to my hon. friend that there is no direct connection between St. John and the Ocean Limited, and there has not been for a number of years, the result being that passengers from St. John to Montreal, and also from points between St. John and Moncton to Montreal, have been obliged to wait at Moncton to connect with the Ocean Limited. The same condition has applied to passengers travelling by the Ocean Limited to St. John. But there has always been, as my hon. friend the Minister of Marine and Fisheries knows, a direct connection with the Maritime Express. It is now proposed to take off the train between St. John and Moncton, which makes that direct connection with the Maritime Express. The consequence will be that passengers from St. John and intermediate points who desire to take the Maritime Express will be obliged to wait several hours at Moncton, as shall also the passengers by the Maritime Express who desire to make direct connection with St. John and intermediate points. In my judgment it would be a very great mistake to discontinue that connection. The result will be to place St. John, even more than it has been for some years past, in the position of a city on a branch of the Intercolonial railway. It will cause very great inconvenience and the most intense dissatisfaction, and I am greatly surprised that Mr. Gutelius, the general manager of Government railways, should have come to the conclusion to discontinue this service. I sincerely trust that my hon. friend the Minister of Railways and