

from the 1st of January, 1914, to the 1st January, 1915?

2. What is the name of the firm to which said contract was awarded and the price paid?

Mr. CASGRAIN:

1. No order for locks for mail bags was given by the Post Office Department from the 1st January, 1914, to the 1st January, 1915. Ten thousand locks were ordered during the previous year, 1913, but as they were not satisfactory they were rejected and returned to the contractor, who was requested to replace these locks by locks that would meet with the approval of the department. These locks have been delivered during the period above mentioned.

2. The Ontario Equipment Company, of Ottawa, and the price paid was seventy-five cents per lock and eighteen cents for each key.

UNOPPOSED MOTIONS FOR PAPERS.

Mr. Sinclair.—For a copy of all correspondence, petitions, departmental recommendations and other papers and documents in the Department of Marine and Fisheries relating to the definition of a 'coasting voyage,' as defined in the Canada Shipping Act since the revision of the Statutes in 1886.

Mr. Turgeon.—For a copy of all accounts of the transfer of the storm signal at Shippigan, N.B., from its former position on land to the public wharf, showing the total cost of said transfer during the months of October and November in 1911.

Mr. Lemieux.—For a copy of all papers, petitions, letters and telegrams exchanged between the Quebec Board of Trade and the Department of Railways and Canals concerning the circulation of trains on that section of the National Transcontinental railway between Cochrane and Quebec city.

On motion of Sir Robert Borden the House adjourned at 3.45 p.m.

Wednesday, February 10, 1915.

The House met at Two o'clock, the Speaker in the Chair.

PRIVATE BILLS INTRODUCED.

Bill No. 4, respecting The Alberta Central Railway Company.—Mr. Michael Clark.

Bill No. 5, respecting The Athabasca and Grand Prairie Railway Company.—Mr. Green.

Bill No. 6, respecting the Brantford and Hamilton Electric Railway Company.—Mr. Barker.

Bill No. 7, respecting the British Columbia and White River Railway Company.—Mr. Stevens.

Bill No. 8, respecting the Edmonton, Dunvegan and British Columbia Railway Company.—Mr. Green.

Bill No. 9, respecting the Essex Terminal Railway Company.—Mr. Wilcox.

Bill No. 10, respecting the Grand Trunk Railway Company of Canada.—Mr. E. M. Macdonald.

Bill No. 11, respecting the Hudson Bay, Peace River and Pacific Railway Company, and to change its name to 'Winnipeg and Hudson Bay Railway Company.'—Mr. W. H. Sharpe.

Bill No. 12, to amend The Independent Order of Foresters Consolidated Act.—Mr. Glass.

Bill No. 13, respecting the Montreal and Southern Counties Railway Company.—Mr. Bickerdike.

Bill No. 14, to ratify and confirm a certain agreement between the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company.—Mr. Oliver.

Bill No. 15, respecting certain patents of Duncan Donald McBean.—Mr. Fripp.

Bill No. 16, respecting The Title and Trust Company, and to change its name to 'Chartered Trust and Executor Company.'—Mr. Nesbitt.

Bill No. 17, respecting The Canadian Pacific Railway Company.—Mr. W. H. Sharpe.

ABOLITION OF CAPITAL PUNISHMENT BILL.

Bill No. 18, to amend the Criminal Code.—Mr. Robert Bickerdike (St. Lawrence, Montreal)—introduced and read the first time.

TITLE TO REAL ESTATE BILL.

Mr. GEO. E. McCRAVEY (Saskatoon) moved for leave to introduce Bill No. 19, to amend the Criminal Code. He said: The Bill is to protect purchasers of real estate who have paid in full for lands and are unable to get title. It is intended to apply particularly to cases where the person selling has bought under an agreement of sale and still owes money on the lands which he has sold and has no title except the agreement. It frequently happens that such a vendor does not use the money which he receives from his sale in getting title, but uses it for some other purpose. For this reason the man to whom he has sold and who has paid the purchase money cannot get title to the land nor can he get back the money which he has paid for it. It is obvious that, until such a vendor has