

TELEGRAPHERS' EMPLOYMENT.

Mr. VERVILLE:

1. Is the Government aware that on the 1st of January, 1915, the Great North Western Telegraph Company and the Canadian Northern Telegraph Company are said to have been amalgamated and that both lines are now operated under the name of Great North Western Telegraph Company?

2. Is the Government aware that, as alleged, George C. Corman and A. J. Worzel, both employees in the Montreal office of the Great North Western Telegraph Company, were given fifteen days' notice that after the 25th of March instant their services would no longer be required?

3. Is the Minister of Labour aware that these men hold first-class records and ample seniority, and that the action of the said company in this instance is contrary to the provisions of article 5 of the Award of the Board of Conciliation of 1911?

4. Does the Government, or the Department of Labour, intend to take any steps to have this rectified?

Mr. CODERRE:

1. Statements on the subject of an apparently authentic character have been observed.

2. Communications received are to the general effect stated.

3. Communications received from the officers of the labour organization affected represent the situation generally to be as stated.

4. The matter has been taken up with the employing company concerned with a view to having what is possible done to have the differences which have arisen amicably arranged.

PRICE OF EXPORT HERRINGS.

Mr. MICHAUD:

Is it the intention of the Government to adopt a regulation under the provisions of the Fisheries Act regulating the price of small fresh herrings caught in Canadian waters and exported fresh to the United States?

Mr. HAZEN: No. The Fisheries Act does not give authority to make such a regulation.

RIGAUD WHARF.

Mr. BOYER:

1. Have tenders been called for the work being carried on at present on the Rigaud wharf?

2. If so, what are the names of the tenders, and the amount of their tenders?

3. If not, who is in charge of such work?

4. What is the name or names of the superintendent or superintendents?

5. What amount did the Government appropriate for such work?

6. What is the scale of salaries paid to those who work on the said wharf?

7. Has it been recommended to the Government by its resident engineer and by others to purchase a piece of land adjacent to that be-

[Mr. Coderre.]

longing to the Government in order to lessen the incline of the road that is very steep between the wharf and the public highway?

Mr. ROGERS:

1. No.

2. See answer to No. 1.

3. Paul Paradis, assistant engineer.

4. Hector Chevrier.

5. \$2,500.

6. Superintendent, \$3.50 per day; foreman-carpenter, \$3.50 per day; carpenters, \$3 per day; masons, \$3 per day; labourers, \$2 per day.

7. Yes.

THREE RIVERS PUBLIC BUILDINGS.

Mr. BUREAU:

1. Why was the work on the public buildings at Three Rivers suspended?

2. Did the Government make any arrangements since the signing of the contract with the contractors for the construction of the said buildings?

3. What is the amount mentioned in the contract for the construction of the wharf at Cap de la Madeleine?

4. How much money has been paid for that wharf since the commencement of construction to date, and to whom, and why were such moneys paid?

5. At whose request were the works on the Three Rivers wharves during the years 1914 and 1915 carried on?

6. Are such works paid for by the Government, or by the Harbour Commissioners of Three Rivers?

7. (a) At what date did the Government authorize such works, and (b) to whom did it confide the undertaking?

Mr. ROGERS:

1. Weather was too cold to build stone-work. No instructions were given to suspend, the contractors did so themselves, principally because they had no stone ready.

2. Arrangements were made to make the north and south elevations similar to the Notre Dame street elevation.

3. Schedule rates, approximately \$56,000.

4. Total cost to 1912-1913, \$9,167.56. In 1913-1914 the wharf was enlarged, under contract; paid to date, \$57,426.62; total, \$66,594.18.

5. Works done during 1914-15 were to complete work already under contract.

6. By the Government.

7. (a) May 18, 1910, March 18, 1912. (b) Collins & Giroux, of Ottawa.

SS. TYRIAN REPAIRS.

Mr. A. K. MACLEAN:

1. Are any repairs now being made on the ss. Tyrian at Halifax?