

National Transcontinental Railway should not become law; having been read by the Clerk at the Table.

On the question—Is it the pleasure of the House to receive these petitions?

Mr. O. E. TALBOT (Bellechasse). I wish to ask, Mr. Speaker, if hon. members who present petitions of this kind in the House are responsible for the authenticity and genuineness of the signatures attached to them. I notice that on one of these petitions presented yesterday by the hon. member for Prince Edward; out of twenty-five signatures, there are twenty-one written by the same hand and in the same ink, and without any evidence as to the witnessing of these signatures. Are the members who present these petitions responsible for that?

Mr. SPEAKER. It certainly would be irregular that the signatures on petitions presented to this House should be signed by the same person. Petitions should be signed by those whose names are supposed to be attached to them. Rule 84 says:

Petitions to the House shall be presented by a member in his place, who shall be answerable that they do not contain impertinent or improper matter.

The petitions were received.

QUESTIONS.

IMPERIAL SERVICE ORDER.

Mr. CLARKE—by Mr. Taylor—asked:

1. On whose recommendation were the Imperial Service Orders and medals, recently issued to members of the Dominion and provincial civil service?

2. Under what system was the selection made in each case; and is the same authority responsible for all decorations and medals issued?

The PRIME MINISTER (Rt. Hon. Sir Wilfrid Laurier). The Imperial Service Order is a new order created by His Majesty the King for rewarding long and faithful performance of duty in connection with the civil service in different parts of the British empire. Of course, I need not say that the conferring of the Order is a prerogative of His Majesty the King, after advice is tendered to him by His Excellency the Governor General, who has previously consulted his ministers and who are responsible.

REVENUE AND EXPENDITURE, 1903.

Mr. CLANCY asked:

1. What was the total amount of revenue collected for and during the fiscal year 1903?

2. What was the total expenditure for the fiscal year 1903?

The MINISTER OF FINANCE (Hon. W. S. Fielding). The final figures for the fiscal year recently closed have not yet been made out.

Sir WILFRID LAURIER.

MR. F. L. CHEVRIER—MISS EDNA CHARBONNEAU.

Mr. FOWLER—by Mr. Lancaster—asked:

1. Is F. L. Chevrier, son of Mrs. L. D. Chevrier, employed in the Customs Department in Montreal? If so, what salary does he receive?

2. Is Edna Charbonneau, niece of Mrs. L. D. Chevrier, employed in the Printing Bureau? If so, what salary does she receive, and on whose recommendation was she appointed?

The MINISTER OF CUSTOMS (Hon. Wm. Paterson). I do not know who Mr. F. L. Chevrier's mother is, but there is an officer of that name employed in the Customs Department in Montreal, who receives a salary of \$900 a year, and I consider him a very efficient officer.

The PRIME MINISTER. With reference to Edna Charbonneau. I have no information that she is the niece of Mrs. L. D. Chevrier, but she is the daughter of a widowed mother with four children. She is employed in the Printing Bureau and is paid \$5.50 a week. She was appointed on good recommendation.

DIRECT IMPORTATION BY GOVERNMENT.

Mr. OSLER—by Mr. Taylor—asked:

1. What classes of goods, and what value, have been imported direct by the government of Canada in each fiscal year for the three years ending 30th June, 1903?

2. If duty had been collected on such imports by the government, what would have been the amount of the duty collected on such imports in each year specified above?

The MINISTER OF CUSTOMS (Hon. Wm. Paterson). The value of articles imported by, or for the use of, the Dominion government, or any of the departments thereof, or by and for the Senate and House of Commons free of duty during the under-mentioned fiscal years are respectively as follows: 1901, \$1,646,337; 1902, \$2,607,664; 1903, \$1,407,060. The inquiry cannot be further answered at present. A special classification of invoices at various ports of entry, requiring time for its preparation, would be necessary before all the information asked for could be furnished.

TRENT VALLEY CANAL.

Mr. PORTER—by Mr. Taylor—asked:

1. Has W. McLeod, C.E., made his report upon the work assigned to him in regard to the location, feasibility and cost of construction of the south-eastern terminus of the Trent Valley canal, to determine which route is preferable, that proposed to terminate at Port Hope or that at Trenton?

2. If such report has not been made, when may it be expected to be made?

3. Will such report, if made or when made, be laid upon the Table of this House?

The MINISTER OF FINANCE (Hon. W. S. Fielding).